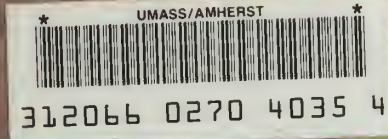


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Supplemental Draft Environmental Impact Statement/Final Environmental Impact Report

EOEA #10458

Logan Airside Improvements Planning Project



Boston
Logan
International
Airport



Massachusetts Port Authority



Federal Aviation Administration

Responses to Comments
Volume 9



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Logan Airside Improvements Planning Project

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Acronyms

Airside Project	Logan Airside Improvements Planning Project
CAA	Clean Air Act
dB	decibel
DEP	Massachusetts Department of Environmental Protection
DOT	Department of Transportation
Draft EIS/EIR	Draft Environmental Impact Statement/Environmental Impact Report
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ENF	Environmental Notification Form
EOEA	Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
ESPR	Environmental Status and Progress Report
FAA	Federal Aviation Administration
FONSI	Finding of No Significant Impact
GEIR	Generic Environmental Impact Report
ILS	Instrument Landing Systems
INM	Integrated Noise Model
Logan Airport	Boston-Logan International Airport
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MEPA	Massachusetts Environmental Policy Act
MESA	Massachusetts Endangered Species Act
MassHighway	Massachusetts Highway Department
MOU	Memorandum of Understanding
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OPSNET	FAA Air Traffic Operations Network
PM ₁₀	particulate matter less than 10 microns in size
PPP	Peak Period Pricing
PRAS	Preferential Runway Advisory System
ROD	Record of Decision
SDEIS Panel	Supplemental Draft EIS Panel
Supplemental DEIS/	Supplemental Draft Environmental Impact Statement/Final
FEIR	Environmental Impact Report
VFR	Visual Flight Rules
VOC	volatile organic compounds
29M Low Fleet	29 Million annual air passenger Low Fleet
37.5M High Fleet	37.5 Million annual air passenger High Fleet

Bcc: Arthur Pugsley@MEPA@EOEA
From: "Ellen G. Band" <eband@world.std.com>
Subject: Runway 14/32
Date: Tuesday, April 20, 1999 18:00:45 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 351

Dear Mr. Pugsley,

I am a Somerville resident and property owner. I have lived in Somerville since 1986 and I have owned my home in Somerville where I reside since 1992. Since that time I have seen my neighborhood, Brickbottom Artists Building and the surrounding neighborhood along the McGrath Highway, go through tremendous transformation and upgrading. The neighborhood is cleaner, safer, and is populated with community-oriented people.

I am writing to you to express my concern about the proposed runway 14/32 which is expected to triple air traffic over Somerville and have a major impact on the quality of life in this city and of course our property values. I work in audio and know a great deal about decibel levels and noise pollution. I have recently become aware that a formal decibel study has not been conducted for our neighborhood and this is not only acceptable it is disrespectful and dishonest. Poorer neighborhoods are ways expected to bear the brunt of situations such as this and this is wrong. Hanscom field is very underutilized and is far better positioned to support the kind of business traffic that this new runway is supposed to address.

351.1

I would also like to cite the following issues as reasons to reject the proposed runway.

1. The study uses old data from 1993 which was the worst year to document delays at Logan
 2. Delays at Logan have actually decreased over the last six years. I fly several times a year and the only times I have been delayed have been due to inclement weather either in the Boston area or in the area where my plane is coming from.
 3. Other strategies for reducing air traffic should be explored such as Hanscom Field which is much closer to the Route 128 business area.
 4. Adding a runway may actually increase traffic and so nothing will be gained. Traffic, either by road or air, is like water - it will fill any space it is given and not necessarily reduce congestion.
 5. Noise impact on surrounding communities are grossly underestimated.
- SOMERVILLE HAS NOT HAD AN OFFICIAL DECIBEL STUDY OF NOISE IMPACT! Other areas have.

351.2

351.3

351.4

351.5

I urge you sir, to please give serious consideration to these matters and look for other, more fair and more functional solutions to air traffic management.

Sincerely,
Ellen Band

1 Fitchburg St.
Somerville, MA 02143

LEN BAND
ind artist/Composer

eband@world.std.com
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617.625.4889

Letter 351

Ellen G. Band

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
351.1	Environmental Justice	Impacts	Poorer neighborhoods are always expected to bear the brunt [noise impacts] of situations such as this...	<p>Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation.</p> <p>A discussion of the Environmental Justice analysis is presented in Section 6.8 of Supplemental DEIS/FEIR.</p>
351.2	Purpose and Need	Delay	The study uses old data from 1993 which was the worst year to document delays at Logan... Delays at Logan have actually decreased over the last six years....	<p>The Supplemental DEIS/FEIR provides updated information for 1998—the latest year for which actual Logan Airport data are available. 1993 was adopted as the base year when the Airside Improvement studies commenced in 1994. The primary function of the Base Year analysis is to calibrate the airfield operation models and environmental impact models. The benefits and impacts of the action alternatives (Alternatives 1, 1A, 2 and 3) are assessed by comparing these not with the base year, but with Alternative 4, the No-Action Alternative. The planning scenarios for 37.5 and 45 million passengers represent a range of future activity at Logan Airport expected in the 2010 to 2020 time frame. Analysis of 1981 to 90 weather with 1989-98 weather identifies no significant differences in statistical properties.</p> <p>The Supplemental DEIS/FEIR also contains a discussion of the FAA and DOT delay measures and historical data, along with comparisons of Logan Airport with other United States airports. FAA Opsnet delays at Logan Airport peaked in 1993, declined for two years and are rising again. Arrival delays which would be directly affected by Runway 14/32 have risen steadily since 1994.</p>

Code	Topic 1	Topic 2	Comment	Response
351.3	Alternatives	Preferred Alternatives	Other strategies ... should be explored such as Hanscom Field...	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p>
351.4	Purpose and Need	Airfield Capacity	Adding a runway may actually increase traffic...	<p>The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently.</p>
351.5	Alternatives	Runway 14/32	Noise impact on surrounding communities are grossly underestimated....	<p>While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: <dick.bauer@juno.com>
Subject: Massport Environmental Statement - 14/32 - File # 10458 EOA
Date: Thursday, April 22, 1999 11:16:15 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 352

I am writing to ask you to reject Massport's Environmental Impact Statement for proposed runway 14/32, File # 10458 EOA. Massport's Environmental Impact Statement is grossly inadequate for many reasons. One of the most important is its failure to seriously consider all alternatives.

352.1

Notable among the alternatives that Massport has not considered is limiting the number of small airplanes using Logan Airport. The proposed runway would be solely for such small airplanes; if the number of such planes were limited, any need for the runway would be completely eliminated while delays could be simultaneously reduced beyond the relatively small reduction (20%) claimed by Massport for 14/32.

352.2

The FAA representative who spoke at the Somerville hearing on April 13, 1999 (John Silva) explained that Massport could limit the number of small airplanes using Logan with FAA permission. However, Massport has not only failed to request such permission, it has (as shown by Massport's Environmental Impact Statement) failed even to seriously consider requesting such permission. It is, of course, impossible to say at this time whether such permission would be granted. But for Massport to have failed even to consider seeking such permission in considering the environmental impact of runway 14/32 is a serious, indeed fatal, flaw in its Environmental Impact Statement, which should be rejected on that basis alone.

The Environmental Impact Statement has other serious flaws, as well. For example, as noted, even Massport concedes that runway 14/32 would eliminate only 20% of delays, and even that only for a few years. But Massport has failed in its Environmental Impact Statement to explain why this small reduction in delays justifies the serious environmental consequences of runway 14/32. Indeed, Massport's Environmental Impact Statement generally discounts the environmental impact on surrounding communities. It assumes that so long as it identifies some nongovernmental gains from runway 14/32, mentions some environmental consequences, and considers some alternatives, it has done all that is necessary. These assumptions directly contravene the purpose of the Environmental Impact Statement requirement.

352.3

352.4

An Environmental Impact Statement is mandated to make sure that Massport

has adequately considered all of the environmental consequences and all of alternatives, to see if the nongovernmental gains from runway 14/32 really justify those environmental consequences. Massport's Environmental Impact Statement is grossly deficient, and should be rejected.

you have any questions about my comments, please feel free to call me.

Dick Bauer
58 Berkeley Street
Somerville MA 02143

617-628-6320

Letter 352

Dick Bauer

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
352.1	Environmental Review Process	MEPA	...Environmental Impact Statement is grossly inadequate... most important is its failure to seriously consider all alternatives.	<p>In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Airside Project Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.</p> <p>The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.</p>
352.2	Alternatives	Other Non-Construction Alternatives	If the number of small planes were limited, any need for the runway would be completely eliminated while delays could be simultaneously reduced beyond the relatively small reduction (20%) claimed by Massport for 14/32.	<p>Regarding caps on airport operations, federal constitutional provisions (preemption, commerce clauses, equal protection), federal aviation statutes and regulations, and contractual provisions related to covenants in connection with the Federal Airport Improvement Program grants which Massport receives, restrict Massport's ability to control the number of aircraft operations at Logan Airport. Massport has undertaken a comprehensive mitigation program, such as Logan Airport Noise Rules, for those areas that fall within its powers as proprietor of Logan Airport, which are not preempted under federal law.</p> <p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR contain an analysis of PPP as a demand management alternative at Logan Airport. The analysis indicates that PPP is an effective option when airlines schedule beyond the normal hourly operating capacity of the airport, and provides an assessment of the extent of the benefits from PPP under such circumstances. See Section 4.5 of the Supplemental DEIS/FEIR.</p>

Code	Topic 1	Topic 2	Comment	Response
352.3	Purpose and Need	Delay	....Massport has failed ... to explain why this small reduction in delays justifies the serious environmental consequences of runway 14/32.	<p>The FAA consistently rates Logan Airport as one of the most delay-prone airports in the United States. Logan Airport's estimated annual delay hours are over five times the FAA's threshold of 20,000 hours for a severely delayed airport. The FAA Technical Center simulated Logan Airport operations in 1992 and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Supplemental DEIS/FEIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29 M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates with those of the Airside Project modeling. The FAA has concluded that the Airside Project delays represent "a plausible and conservative estimate".</p> <p>Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.</p>
352.4	Cumulative Impacts		....Environmental Impact Statement generally discounts the environmental impact on surrounding communities....	Massport is committed to a number of mitigation measures in addition to project-specific mitigation. Refer to Chapter 8 of the Supplemental DEIS/FEIR for a discussion of mitigation measures.

cc: Arthur Pugsley@MEPA@EOEA
from: "Ramon Bueno" <rbueno@kenan.com>
subject: Massport, new runway 14/32 & Environmental Impact
Date: Thursday, April 22, 1999 11:33:14 EDT
Attach: attach1
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 353

We are writing to oppose the new airport runway at Logan, considering its overall impact on our communities to be detrimental.

We have heard and understand the arguments that the future economic health of our communities and region will benefit from the new runway, but disagree. We are not anti-growth, simply anti-irrational-growth. At best, this measure postpones a few short years a more basic decision about the long-term and sustainable growth for the area. And it does so with an unacceptable new burden on the quality of life in surrounding communities.

353.1

It is time to slow down and think deeper about the long term plan here. It seems to us that any rational plan for the future recognizes that:

- * Much of the airport traffic at Logan services residents and businesses from cities and towns well outside the metropolitan area, with the associated ground traffic adding to the congestion into and out of Boston. Improved and increased service at regional airports must be part of any serious future plan. That must be planned carefully with the surrounding communities around those airports, obviously.
- * Today's airport needs and those of the future cannot be based on outdated studies. Realistic data is essential. In Somerville, where we live, we understand there have been no systematic sound & noise measurements with which to evaluate current over flights, never mind the proposed and substantial increase that will result from the new runway.
- * The proposed growth in flights over Somerville is unacceptably high. In addition, Somerville will be subjected to increased congestion from a new exit ramp from Route 93 at Sullivan Station-- traffic congestion already is a serious problem before it even opens. The community's life will become all the more stressful with the constant increased flight traffic directly overhead.
- * It makes little sense to continue the large number of takeoffs and landings from light aircraft at Logan. Many or most of those flights belong elsewhere. Consolidated routes will alleviate the load.

353.2

353.3

353.4

353.5

It makes no sense to push through a plan that has so many real negatives, will be so divisive, and at best is a very short-term solution. This type of "solution" will reinforce the same inefficient and irrational trends that lead to its proposal in the first place. We

do not want to have to deal with this problem again in a few years' time, after having inflicted us with a lower quality of daily life for our families and neighborhoods.

Government and business decisions of such tremendous consequence cannot be made under the pressure of immediate needs. Sound practice demands a comprehensive long-term approach. This proposed runway will only divert from facing the problem fully.

We do not want our families and neighborhoods to pay the price of such "quick fix" solutions.

Please take our views into account and work for a healthier alternative.

Cordially,

Ramân A. Bueno
Debra Weisberg
1 Fitchburg St., B550
Somerville, MA 02143

Letter 353

Ramon Bueno and Debra Weisberg

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
353.1	Alternatives	Preferred Alternative	...this measure postpones a few short years a more basic decision about the long-term and sustainable growth for the area. And it does so with an unacceptable new burden on the quality of life in surrounding communities.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
353.2	Regional Transportation	Regional Airports	....Improved and increased service at regional airports must be part of any serious future plan....	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
353.3	Noise	Monitoring	....In Somerville ... there have been no systematic sound and noise measurements with which to evaluate current overflights, never mind the proposed and substantial increase that will result from the new runway.	<p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p> <p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p>
353.4	Ground Transportation	Access to Logan	....Somerville will be subjected to increased [traffic] congestion from a new exit ramp from Route 93 at Sullivan Station....	<p>Implementation of the Preferred Alternative would not increase capacity, but rather it would correct a series of deficiencies in the airfield geometry and operation. Massport's plans to handle the ground access requirements of future passenger levels are discussed in the <i>Logan Airport 1999 ESPR</i> (previously GEIR) and its subsequent Environmental Data Reports (Annual Updates).</p>
353.5	Regional Transportation	Regional Airports	It makes little sense to continue the large number of takeoffs and landings from light aircraft at Logan. Many or most of those flights belong elsewhere. Consolidated routes would alleviate the load.	<p>Commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to other airports, since approximately 50 percent of passengers of Logan Airport's commuter flights connect to other Logan Airport flights.</p> <p>Federal constitutional provisions, federal aviation statutes and regulations, and contractual provisions related to Federal Airport Improvement Program grants prevent Massport from any control over airline rates, routes, and schedules. Congress has specifically forbidden airport operators from exercising any discriminatory action against any class of airport users. Major factors in airline competition are frequency of service and number of markets served, and Massport has no ability to force airlines to consolidate or eliminate flights to influence load factor or aircraft size.</p>

April 21, 1999

Massachusetts Environmental
Protection Agency
Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, MA 02202
Attention: Arthur Pugsley

LETTER 354

Re: File #10458 EOA

Dear Mr. Pugsley:

I am writing to submit comments on MassPORT's Environmental Impact Statement (EIS) issued to obtain approval for construction of runway 14/32 and a new center field taxiway at Logan International Airport. The EIS should be returned to MassPORT as incomplete, as it does not adequately address alternatives to the construction of a new runway nor does it place any real value on the quality of lives of the hundreds of thousands of people who live near Logan Airport. The EIS uses old data from 1993, the worst year for delays in the history of the airport, to justify its position that a new runway is needed. They tell the public that shifting winds cause the delay problem at Logan, when their own numbers show that only around 1 in 5 delays is caused by the wind situation. The EIS simply overstates the problem, fails to address other solutions, and understates the negative effects of another runway on residents who already live with airplane noise as part of their daily lives.

354.1

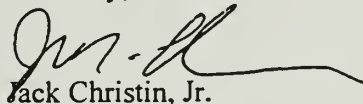
354.2

I live in Somerville, in the Ten Hills section on the Mystic River. MassPORT continually characterizes the current noise problem in Somerville as "minimal." While I know communities like South and East Boston and Winthrop suffer much more than I do, I can tell you that plane noise is something I live with every day. I can live with it, and I understand that it is simply part of life in an urban area with an airport close by----but I cannot live with three times what I get now. I am a working person in my early 30's, and we bought our house in Somerville last year. I am the type of person that communities want to have as homeowners, yet I will have to move out of Somerville if the plane noise and air pollution is tripled in the wake of the addition of runway 14/32.

354.3

I recommend that MEPA return the EIS to MassPORT and tell them that they simply failed to adequately address all of the necessary issues that must be addressed when you ask an already-overburdened urban community to live with more noise and pollution in the interest of cutting down on a percentage of the delays that currently exist. Thank you for considering my comments.

Sincerely,



Jack Christin, Jr.
130 Ten Hills Road
Somerville, MA 02145
(617) 776-1048

Letter 354

Jack Christin, Jr.

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
354.1	Environmental Review Process	MEPA	....incomplete, as it does not adequately address alternatives to the construction of a new runway ... does [not] place any real value on the quality of lives of the hundreds of thousands of people who live near Logan Airport.	<p>The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's <i>Logan Capacity Enhancement Plan</i> (October 1992); the <i>Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study</i> (December 1993); the <i>Logan Final GEIR</i> (July 1993); and the <i>Logan Airside Improvements Feasibility Study, Phase 1 Report</i>, published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its <i>Boston Logan International Airport Capacity Enhancement Plan</i>. The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the <i>Logan Airside Feasibility Study</i>, published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.</p> <p>While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.</p>

Code	Topic 1	Topic 2	Comment	Response
354.2	Purpose and Need	Delay	EIS uses old data from 1993, the worst year for delays in the history of the airport, to justify its position that a new runway is needed....	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.
354.3	Alternatives	Runway 14/32	I live in Somerville, in the Ten Hills section on the Mystic River. I will have to move out ... if the plane noise and air pollution is tripled in the wake of the addition of runway 14/32.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals.</p> <p>No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: <DDyer15237@aol.com>
Subject: Opposition to Logan Airports Runway 14/32
Date: Monday, April 19, 1999 16:35:01 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 355

April 19, 1999

Arthur Pugsley

MEPA Unit - Executive Office of Environmental Affairs
100 Cambridge Street, 20th floor
Boston, MA 02202
File 10458 EOA

Dear Mr. Pugsley,

I'm writing to say that I strongly oppose
Massport's proposal to build runway 14/32. I feel that the environmental
impact statement that Massport has submitted for review is inadequate and
should be rejected. The number one reason Massport has given to have runway
14/32 built is because of the increase in the amounts of delays at Logan.
Wait delays at Logan have actually decreased over the last six years. 355.1
Massport has used old data from 1993, its worst year, to document delays at
Logan. I feel that the data that was used in their environmental impact
statement is outdated and should be reviewed by an independent review board.
Other strategies for reducing delays at Logan are not given due 355.2
consideration. Such strategies include making greater use of Hanscom Air
Field in Bedford, promoting use of Worcester airport by building an access
road connecting the facility to the Massachusetts Turnpike and consolidating
the disproportionate number of flights of small planes in fewer flights of
larger aircraft. Massport has not really addressed the increased congestion
in air traffic that runway 14/32 will cause. I feel that Massport is not
being honest with people of the communities that will be affected by this
runway, they have never directly said that by building this runway there will
be a 300% increase in air traffic directly over our communities. As a
lifelong resident of Somerville, I feel that our community and surrounding
communities were not given any consideration when Massport was compiling its
information for its environmental impact statement. I also feel that noise 355.3
impact on surrounding communities are grossly underestimated. Massport failed
to use any data compiled from sound monitors in the Mystic River area between
Somerville and Medford, and noise monitors in Everett. Massport has also
failed to include in its statement any studies done in communities with
topographics made up of hilly areas, and what impact noise would have on
these communities. Somerville residents are already barraged with jets and
turboprops for days on end, with virtually no letup. The flights typically

began at 6 a.m. and often continue for most or all of the day, until 11 p.m. or even later. The middle of the night flights have become increasingly common. Massport has no night time curfew and one should be implemented. I feel that we are being punished because we chose to live closer to the downtown area. Why does it always seem that the inner urban communities have fight hard to protect their surroundings, while the people in the suburbs feel that they should not be affected by such an expansion to Logan airport and that these communities should not have to help in taking some of the burden off of the inner urban communities.

I would like to thank you for your time and consideration on this matter.

Sincerely,

Derek C. Dyer

59 Hall Avenue

Somerville, MA 02144

Letter 355

Derek C. Dyer

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
355.1	Purpose and Need	Delay	....Massport has used old data from 1993, its worst year, to document delays at Logan....	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.
355.2	Alternatives	Preferred Alternative	Other strategies for reducing delays at Logan are not given due consideration:...	The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's <i>Logan Capacity Enhancement Plan</i> (October 1992); the <i>Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study</i> (December 1993); the <i>Logan Final GEIR</i> (July 1993); and the <i>Logan Airside Improvements Feasibility Study, Phase 1 Report</i> , published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its <i>Boston Logan International Airport Capacity Enhancement Plan</i> . The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the <i>Logan Airside Feasibility Study</i> , published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.

Code	Topic 1	Topic 2	Comment	Response
355.3	Noise	Impacts	....noise impact on surrounding communities [is] grossly underestimated. Massport failed to use any data compiled from sound monitors in the Mystic River are[a] between Somerville and Medford, and noise monitors in Everett....	<p>Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the <i>Logan Airport 1996 Annual Update</i>). In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 6 of the <i>Logan Airport 1999 ESPR</i> (previously GEIR)). Massport continues to investigate possible causes for remaining differences (such as from hill effects) and continues to pursue FAA approval of noise model adjustments that would permit expansion of its sound insulation program to include the effects of terrain. Massport also expects to extend eligibility lines to include boundaries that follow local streets rather than strict noise contour lines. Nevertheless, Massport continues to believe that the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.</p> <p>To the extent that federal regulations permit and that funding is available, the proposed sound insulation program will include: (i) not only all residences that fall within the Preferred Alternative's 65 dB Day-Night Sound Level contour when compared to the Airside Project's No Action Alternative's 65 dB Day-Night Sound Level contour, but also (ii) Massport and the FAA will continue to sound insulate and work to complete the current 2-year sound insulation program as presented in the <i>Logan Airport 1999 ESPR</i>. For the eligible residences, the FAA will fund building code upgrades, to the extent necessary, to implement sound insulation improvements.</p> <p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "Tony Espy" <espy@openmarket.com>
Subject: Logan Runway 14/32 Proposal (File 10458 EOA)
Date: Wednesday, April 21, 1999 17:56:36 EDT
To: ach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 356

Robert Durand, Secretary
MEPA Unit
Attention: Arthur Pugsley

Dear Mr. Durand --

I am writing you to urge you to oppose the Logan runway 14/32 proposal. As a resident of Somerville who already deals with noise from both MBTA/Amtrak and the current air traffic from Logan, I cannot understand how a plan which according to Massport will increase the air traffic over Somerville by 300% or more, can be considered fair. I own a loft in the Brickbottom Artists' building and

356.1

do not want to see the value of my property decline, nor do I need the added noise that will most certainly affect the quality of my life.

As understand it, an official decibel study has not been performed in Somerville even though noise levels considered to be nuisance levels have been recorded by Aldermen in Somerville. Please oppose this proposal.

thanks,

Anthony W. Espy
1 Fitchburg St. C201
Somerville, MA 02143
617 666-2741

Letter 356

Anthony W. Espy

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
356.1	Noise	Impacts	...added noise ... will most certainly affect the quality of my life.	<p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p> <p>Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p>

LETTER 357

Robert Durand, Secretary
MEPA unit - Executive Office of Environmental Affairs
100 Cambridge St., 20th floor
Boston, Ma 02202

To whom it may concern,

I attended a meeting at Somerville City Hall to discuss the proposed runway expansion 14/32 at Logan airport. I learned then, that according to their own records, this expansion, in spite of obfuscating rhetoric to the contrary, will result in a 300% increase in air traffic over Somerville!

This is completely unacceptable to me as a resident and a homeowner. I was shocked to hear that Massport Intends to do this. This will lower our property values and increase noise pollution here in Somerville to an unacceptable level. I was also shocked to hear that no actual decibel reading has been done in the area to determine the impact on our community. One of the Alderman at the meeting has done a recording of decibel levels on Prospect hill that were well over 65 level considered necessary to warrant an actual citywide reading (I think the reading was in the 115 range). Given this kind of data how can Massport even conceive of tripling air traffic over Somerville without considering the actual impact. The answer may be that they don't want to consider the actual impact. They want the runway despite the heavy cost surrounding communities will have to pay. It is empirically clear, even without noise data, that it would be unfair and environmentally and economically devastating to property values and the business renaissance here to triple air traffic over Somerville. Why should Somerville be singled out for such a burden for the proposed flight pattern change?

357.1

This study is flawed for a number of reasons:

357.2

1) It uses old data from 1993 - it's worst year - to document delays at Logan. I understand delays are the major rationale for runway 14/32.

357.3

2) Delays have actually decreased over the past six years.

3) Other strategies for reducing delays at Logan haven't been given due consideration. Worcester, Concord, N.H., New Bedford, Providence, RI, and Hanscom Field airports could be expanded to accommodate any flight increases. An access road could be built to connect Worcester airport to the MA pike.

357.4

4) Increased congestion in car traffic that runway 14/32 will cause is not addressed.

357.5

5) Noise impact in Somerville and surrounding communities is grossly underestimated.

357.6

In Summary this proposed change will be devastating to Somerville residents who will bear the brunt of the change. It targets Somerville for a disproportionate increase in air traffic that will certainly lower the potential for property value growth as well as the ability of it's residents to experience their right to quiet enjoyment of their property and community.

There is no environmental or human reason to find Massport 's Environmental Impact Statement anything other than grossly inadequate.

Sincerely,


Trighman Evans

1 Fitchburg St. Somerville 02143

Letter 357

Tilghman Evans

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
357.1	Alternatives	Runway 14/32	...This will lower our property values and increase noise pollution here in Somerville to an unacceptable level. ...no actual decibel reading has been done in the area to determine the impact on our community....	The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.
357.2	Delay	Model	It uses old data from 1993--its worst year--to document delays at Logan. I understand delays are the major rationale for runway 14/32.	<p>In response to the request made by the EPA, as well as by EOE in its MEPA Certificate on the Draft EIR, the Supplemental DEIS/FEIR includes delay and environmental analyses for 1998 to reflect current conditions and to provide context to the delay problem at Logan Airport. However, it should be noted that the appropriate comparison for assessing future year conditions and the effectiveness of the Airside Project, is a comparison of the Preferred Alternative to the No Action Alternative, not a comparison of the Preferred Alternative to the base year.</p> <p>A discussion of current and historic conditions can be found in Section 4.2 of the Supplemental DEIS/FEIR.</p>
357.3	Purpose and Need	Delays	Delays have actually decreased over the past six years.	<p>Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as one of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent, and continued to increase in 2000. In 2000, Logan was the second most delayed airport for arrivals in the U.S. This represents the worst delay ranking in Logan's history.</p> <p>There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, when airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airport's off-peak hours (e.g., 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reason for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served by two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998.</p>

Code	Topic 1	Topic 2	Comment	Response
357.4	Regional Transportation	Regional Airports	Other strategies for reducing delays at Logan haven't been given due consideration. Worcester, Concord, NH, New Bedford, Providence, RI and Hanscom Field airports could be expanded to accommodate any flight increases. An access road could be built to connect Worcester airports the Mass Pike.	<p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport. Massport reports on the status of the New Bedford Airport Project in Section 2.6 of the Supplemental DEIS/FEIR.</p> <p>Worcester Regional Airport has existing terminal and airport infrastructure and has been targeted for increased use and future service expansion. MassHighway is in the process of beginning the preparation of the Airside Project Draft EIS/EIR for highway improvements to improve access to Worcester Regional Airport.</p>
357.5	Ground Transportation	Access to Logan	Increased congestion in car traffic that runway 14/32 will cause is not addressed.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
357.6	Analysis Assumptions/ Methodologies	Noise Model	Noise impact in Somerville and surrounding communities is grossly underestimated.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the <i>Logan Airport 1996 Annual Update</i>).</p> <p>In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 5 of the <i>Logan Airport 1998 Annual Update</i>). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>

William Falcetano
45 Cherry St.
Somerville, MA. 02144

March 24th, 1999

Mr. Robert A. Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street, Room 2000
Boston, MA 02202

Dear Mr. Durand,

I urge you to oppose Runway 14/32. As a citizen and property owner and taxpayer who has lived in Somerville for the past 15 years, I have noticed a significant increase in air traffic in the past year. The situation has gone from tolerable to absolutely intolerable, with constant air traffic at ALL HOURS OF THE DAY AND NIGHT.

I have been informed that this new runway will increase air traffic over Somerville by two to three hundred percent. This is ABOSOLUTELY UNCONSCIONABLE. How dare MASSPORT impose such a burden on the densely populated areas surrounding the Airport when noise conditions are already deplorable.

358.1

The MASSPORT Environmental Impact Statement does not take any of this into account. Nor does it contain any information concerning the expected increase in *road traffic* to accommodate this increase of air traffic.

358.2

As for their claim to decrease delays, this is actually not true. Many delays will not be decreased as a result of a new runway because they are produced by weather conditions that will affect all runways. Also some delays are caused by delays in other Airports. Finally, even if there is a reduction in the rate of delays this will only last for a short period of time. The new runway is therefore merely a BANDAID SOLUTION.

358.3

We are entitled to a REAL SOLUTION and not a cover-up for increasing the capacity at the airport. That real solution is to build another Airport or expand the use of HANSCOM FIELD, WORCESTER, etc. to accommodate the increase in air traffic. THIS IS A REGIONAL PROBLEM THAT DEMANDS A REGIONAL SOLUTION.

358.4

Besides, the claims that this runway is needed to help the Boston economy are crying wolf and pure exaggeration. Similar claims were made in past years when the Boston economy was booming as it is now.

Finally, the very suggestion that MASSPORT would be able to use its other runways (15/33) aimed as a cannon toward Somerville for non-stop flights over this city is nothing other than a bald threat. It will seriously deteriorate the quality of life here and this is a MAJOR ENVIRONMENTAL IMPACT that must be taken into account.

MASSPORT must seek a regional solution that is equitable for the entire region. In fact air traffic over the Greater Boston METRO area should be decreased as out laying airports take up the slack. That is the real solution and I urge you to oppose this plan.

Sincerely,

William Falestano

Letter 358

William Falcetano

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
358.1	Noise	Impacts	...this new runway will increase air traffic over Somerville by two to three hundred percent...How dare Massport impose such a burden on the densely populated areas surrounding the airport when noise conditions are already deplorable.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
358.2	Ground Transportation	Access to Logan	...[EIS] does [not] contain any information concerning the expected increase in <i>road traffic</i> to accommodate this increase of air traffic.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.
358.3	Purpose and Need	Delays	...Many delays will not be decreased as a result of a new runway because they are produced by weather conditions ... [and] by delays in other airports....	Delays occur when wind or weather conditions require the use of configurations with fewer than three active runways, when poor weather requires increased separation distances between aircraft, or when airlines schedule more flights than Logan Airport can handle. The Airside Project addresses delays from constraints at Logan Airport. Section 1.4 and Appendix C of the Supplemental DEIS/FEIR also contains a detailed discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport delays within the context of delays at other United States airports.

Code	Topic 1	Topic 2	Comment	Response
358.4	Regional Transportation	Regional Airports	....real solution is to build another airport or expand the use of Hanscom Field, Worcester, etc....	<p>A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. Even if a second major airport were to be pursued, the planning period for site selection and environmental review would require ten to 15 years, in addition to a multi-year construction period. Rather, Logan Airport is part of a regional system of airports that includes the T.F. Green/Providence, the Manchester, and the Worcester Regional airports. Service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.</p>

LETTER 359

Oratio Conta Strepitare

My name is William Falcetano. I live in Somerville and I teach philosophy at Merrimack College.

I have become involved in this dispute against my will as a result of the sudden and dramatic increase of air traffic noise I and others detected last year about this time. Along with other concerned citizens I took the initiative and started organizing meetings about this problem in December of 1998 before the organization C.A.R.E. had been formed. I shun these kinds of political battles and prefer to live a quiet life of reading, reflection, and study. Nevertheless, this problem has severely interfered with my ability to think, read, write, and pursue the other necessary activities of a college professor.

I have lived in cities all my life and have gotten used to the ambient noise of cars, trucks, pedestrians, kids playing, etc. However, persistent and loud air traffic is an altogether different matter. Since the sudden spike in air traffic over Somerville last year there has rarely been a single moment free from the sound of a jet or plane passing overhead. I hear loud, low-flying air traffic even in the wee hours of the morning – at 2, 3, 4, and 5 AM! Those rare moments of quiet last only for very short periods of time as the traffic picks up again and continues with a dismaying mechanical persistency. Noise produced by neighbors talking, passing by, or playing is usually short-lived due to the limitations of the human voice, fatigue, distraction, etc. But mechanical noise is an altogether different matter; it has a relentless and superhuman resilience that does not offer any hope of relief. This is one reason why towns and cities have noise ordinances to prevent inconsiderate neighbors from inflicting this kind of misery on innocent people who simply want to have their right to the quiet enjoyment of their homes and properties respected. We as neighbors are simply asking MASSPORT to respect our rights.

The deleterious effects of noise pollution are well-documented in medical and psychological journals. Noise pollution is a physical assault on the body. Although sound is a physical phenomenon, sound experienced as noise is not only physical but psychological as well. Therefore any attempt to measure *noise* by decibels entirely misses the point that noise is not mere sound, but sound as it is experienced by a living human being. In this case so-called anecdotal evidence cannot be dismissed as though it were irrelevant with a wave of the hand and the smug presentation of numbers that measure sound, because the issue is not about sound but about noise, that is, sound as an experienced phenomenon and not merely as a physical event.

Noise produces high blood pressure, hypertension, stress, fatigue, sleeplessness and its related disorders, such as irritability, disorientation, confusion, and incompetence due to lack of focus and inattention (as a college teacher I know a little bit about lack of focus and inattention). Recent studies have shown that undue and distracting noise also interferes with the ability of children to concentrate at school. Noise from airplane traffic prevents people from being heard in their own homes, from talking on the telephone, from listening to the radio or television, from reading, thinking, praying, playing musical instruments, or any other activity that requires mental concentration or intellectual focus. It can even distract from intimate moments of love-making and caressing.

In addition to the dramatic and unhealthful increase of noise (estimated at over 300% in some areas) there is the question of the additional air pollution that will be caused by the increasing air traffic made possible by this ill-conceived scheme. The air

quality over the Greater Boston area is not very good; and recent reports have shown that big power plants have not complied with their promises to convert to natural gas. They continue to produce excessive air pollution as a result of their slothful and irresponsible reliance on oil, a dirtier fuel. The greater traffic permitted by the new tunnels and the Big Dig will also make an adverse contribution to the deterioration of Boston's air quality. This is not to mention the increasing automobile traffic caused by happy passengers thronging to use the planes supposedly now able to fly on schedule onto and away from the new runway and along the new taxiway. The net effect of this kind of thoughtless air pollution is increasing rates of asthma, laryngitis, lung cancer, bronchitis, sinusitis, emphysema, sore throats and common colds. Besides its effects on human beings air pollution has deleterious effects plants, animals, and property. Yet MASSPORT'S EIR states very little or nothing about these effects on birds, dogs, cats, trees, shrubs, insects, and human beings. And shockingly it says absolutely nothing about the negative effects on roads and mass transportation that will be caused by this wrong-headed and heedless plan.

In sum MASSPORT'S EIR is completely inadequate and unsatisfactory. I urge you therefore to refuse MASSPORT'S request to go ahead with this unfair and injurious scheme to inflict even more suffering and hardship on communities that already endure a disproportionate burden of noise, air pollution, and traffic.

Thank you very much for your kind consideration.

William Falcetano
45 Cherry Street
Somerville, MA. 02144

359.1
(cont.)

359.2

Letter 359

William Falcetano

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
359.1	Air Quality	Impacts	In addition to the dramatic and unhealthful increase in noise (estimated at over 300% in some areas) there is the question of the additional air pollution that will be caused by the increasing air traffic....	No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.
359.2	Ground Transportation	Access to Logan	...[the EIR] says absolutely nothing about the negative effects on roads and mass transportation that will be caused by this wrong-headed and heedless plan.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.

April 19, 1999

LETTER 360

Robert Durand, Secretary
MEPA Unit - Executive Office of Environmental Affairs
Attention: Arthur Pugsley, File #10458 EOA
100 Cambridge Street, 20th Floor
Boston MA 02202

Dear Secretary Durand:

The proposal to add runway 14-32 at Logan airport concerns me for several reasons. I am a Somerville resident and the proposal shifts more flights over my home. I am trained in the sciences to question assumptions – my Ph.D. is in Physics from MIT – and I have followed the public debate very carefully. I have also reviewed Massport's Environmental Impact Statement and feel strongly that Massport has not presented the true impact on the community and the environment.

The Massport Environmental Impact Statement clearly assumes that air traffic will increase at Logan. Massport seeks to alleviate potential increase in delays by building runway 14-32, building a new taxiway and lowering the decision height for aircraft over East Boston. The proposal addresses the issue of delays in only the narrowest terms – short term, only 25% of the wind problem – and does not provide a comprehensive solution.

As a citizen I must question Massport's proposal and compare it to what common sense suggests.

Common sense suggests sending more flights over the ocean where no people live

Massport proposes limiting runway 14-32 to one direction – over the ocean. However this claim is specious since runway 14-32 is only 5,000 feet and will be used by smaller aircraft. **These aircraft will not be heading to Europe but will rapidly turn to their mostly regional headings impacting many communities surrounding Boston.**

360.1

Common sense suggests sending the most flights over the areas with the fewest people

Massport claims that the number of people affected by the new runway is small. Their calculations follow FAA guidelines to determine the numbers of people impacted by noise. People within an area of noise "pressure" of 65 decibels or above on average are impacted. This is a level of noise where two people having a normal conversation would be unable to hear each other. The FAA declares uninhabitable areas where this noise level is introduced unless the housing in the area is "mitigated".

What is most disturbing is the fact that the model Massport uses in the noise calculations assumes that the topography of the entire region is flat. No hills in Somerville, where the planes pass very low, are included. Nor has Massport placed noise monitors in Somerville to test their model. **This misrepresentation alone is reason enough to reject the application.**

360.2

Additionally, Massport is changing its flight patterns to "share the burden". Again, first appearance is that some neighborhoods, cities and towns will have similar numbers of overflights. **Unstated is that many individuals will experience increased overflights of 100% to 300%.**

The communities that will experience these huge increases are in fact our most populous – Somerville, Everett, Chelsea, Roxbury and Roslindale. Massport is sending additional planes over the greatest concentration of people. The more pertinent analysis requires adding up the number of overflights times the number of residents in each city and town. We discover that the total Community Burden is higher with the new runway proposal than without the runway. **Massport has increased the burden to the entire Boston community.**

Common sense suggests reducing the total number of Logan flights

Smaller craft are the most significant cause of all delays at Logan. A previous experiment in pricing structure significantly reduced delays by making it more expensive for smaller planes and they used Logan less. That successful experiment has never been implemented as a policy. **Diverting smaller aircraft or consolidating them into larger craft is an issue that must be addressed before any new runways are created.**

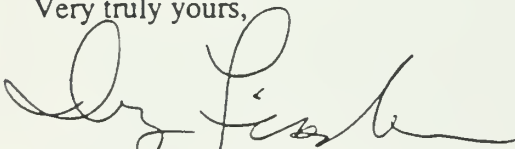
360.3

Common sense suggests that planning major changes requires a long term view

Massport has presented an incomplete, inaccurate and short term proposal. Logan does not operate in a vacuum. The growth in the entire region drives growth at Logan and other regional airports. Since large numbers of people will be affected, any proposal must be comprehensive. **Massport's piecemeal approach is inadequate and unworthy of a planning authority.**

The Massachusetts Port Authority's proposal for runway 14-32 will increase the burden on individuals. The proposal will increase the burden on the Boston community. The proposal fails to address regional solutions. I urge you to reject the Massport's Environmental Impact Statement as inadequate and deficient.

Very truly yours,



Irving Fischman, Ph.D.

Letter 360

Irving Fischman, Ph.D.

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
360.1	Alternatives	Unidirectional	Massport proposes limiting runway 14/32 to one direction-over the ocean. However, this claim is specious since runway 14/32 is only 5,000 feet and will be used by smaller aircraft. ...[that] will rapidly turn to their mostly regional headings impacting many communities surrounding Boston.	Massport and the FAA are committed to using Runway 14/32 in a unidirectional manner, with aircraft arriving from and departing to the southeast over Boston Harbor. See the discussion of mitigation in Chapter 8 of the Supplemental DEIS/FEIR.
360.2	Noise	Model	What is most disturbing is the fact that the model Massport uses in the noise calculations assumes that the topography of the entire region is flat. No hills in Somerville, where the planes pass very low, are included. Nor has Massport placed noise monitors in Somerville to test their model. This misrepresentation alone is reason enough to reject the application.	When this Supplemental DEIS/FEIR was initiated, there was no noise model in existence that could address topography, and even current versions of noise models greatly simplify calculations incorporating terrain adjustments. Thus, Massport used the best available technology at the time -- a noise model developed by FAA Headquarters, with modifications adapted by Massport and approved by FAA to accommodate over-water sound propagation unique to Logan Airport's noise environment. The model is described in Section 5.2 of the Supplemental DEIS/FEIR.
360.3	Alternatives	Peak Period Pricing	...A previous experiment in pricing structure significantly reduced delays. ....Diverting smaller aircraft or consolidating them into larger craft is an issue that must be addressed before any new runways are created.	<p>Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program.</p> <p>PPP was included among the Airside Project alternatives to address delays caused by over-scheduling.</p> <p>The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program.</p>

AL FISHER

P H O T O G R A P H Y

April 21, 1999

Robert Durand, Secretary
MEPA Unit - Executive Office of Environmental Affairs
Attention: Arthur Pugsley, File #10458 EOA
100 Cambridge Street, 20th Floor
Boston, MA 02202

Dear Mr. Durand:

You must not support Massport's plan to build Runway 14/32.

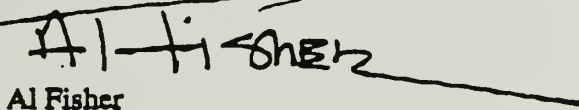
Increasing air traffic 300% will significantly impact the quality of life for thousands of people in the Charlestown/Somerville area.

361.1

It will be impossible to enjoy the comfort of uninterrupted sleep, to sit in your yard or on your porch and engage in quiet conversation, or to have open windows winter or summer without the constant rumble and scream of jet engines.

Is not the quality of life for the people who live, work and vote here more important?

Sincerely,



Al Fisher

Letter 361

Al Fisher

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
361.1	Noise	Impacts	Increasing air traffic 300% will significantly impact the quality of life for thousands of people in the Charlestown/Somerville area.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "vitas" <sativ99@110.net>
Subject: Runway 14/32
Date: Thursday, April 22, 1999 10:56:27 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 362

I would like to express my strong objection to the construction of Runway 14/32 before alternatives have been thoroughly studied. In addition, as a resident of Somerville, I am concerned about the increase in noise that this runway will cause. This noise increase could cause a severe negative impact on the quality of life in Somerville and needs to be carefully studied. Thank you for your consideration

362.1

Tad Flynn
1 Fitchburg Street #c304
Somerville, Ma 02143

Bcc: Arthur Pugsley@MEPA@EOEA
From: "vitas" <sativ99@110.net>
Subject: Runway 14/32
Date: Thursday, April 22, 1999 10:56:27 EDT
Attach:
Certify: N
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LETTER 362

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362.1

Tad Flynn
1 Fitchburg Street #c304
Somerville, Ma 02143

52 Bradley Street
Winter Hill, MA 02145

April 15, 1999

LETTER 363

Mr. Arthur Puxley
EOEA #10458
100 Cambridge Street
Boston, MA 02202

Dear Mr. Puxley:

RE: Proposed Runway 14/32 at Logan Airport

I have read considerably on the above topic in an effort to understand why MASSPORT wishes to build a runway called 14/32. There are numerous inconsistencies in MASSPORT's arguments in favor of this runway. I want to highlight a few:

MASSPORT misleads the public when it claims that Logan has "notorious delays". Since 1992, delays at Logan have gone down according to data from the Federal Aviation Administration's 1998 ACE (Airport Enhancement Capacity) Report. By using exceedingly high "maximum capacity" goals, MASSPORT inflict such delays on their own customers. Located in such a densely populated area, MASSPORT's maximum capacity goals should be 90 rather than 120 planes per hour. When questioned about the reduction in delays, MASSPORT's Director of Aviation admitted only 20% of delays are due to lack of runway space, the remaining being weather related (Meeting of Aldermen, Somerville, 99/4/14). Thus, only 20% of delays will potentially be improved by having another runway.

363.1

Furthermore, in MASSPORT's Environmental Impact Study (EIS, one of the findings states that any delay reduction by this proposed runway would only be effective until 2003 i.e. four years. So, we spend all this money, increase the noise pollution, upset and disruption to local communities for such a small gain.

At the present time, according to the Director of Aviation, larger aircraft cannot taxi at the same time along the two runways and ramps they have due to long wing span. Yet, MASSPORT have promised that they will only be using the new runway for smaller aircraft arriving and taking off over the ocean thus freeing up the other two runways. Freeing up the other two runways is irrelevant if larger aircraft are hampered by wingspan. Can MASSPORT honestly say they will restrict themselves to smaller aircraft on the new runway?

What's extremely troubling about the EIS is its total disregard for the noise pollution impact on people living in the surrounding communities. There is absolutely no analysis of how the proposed runway will affect people.

363.2

What's extremely troubling about the EIS is its total disregard for the noise pollution impact on people living in the surrounding communities. There is absolutely no analysis of how the proposed runway will affect people.

I am astonished that MASSPORT is pursuing this option which has very little economic benefit to the surrounding communities and which, by MASSPORT's own admission, will increase noise pollution considerably in certain surrounding communities. No economic analysis was done of the loss of market value on properties in the surrounding communities. 363.3

Given the limited vision of their economic analysis, I want you as an elected official of the electorate of this area to listen to the people who live, work, pay taxes in these neighborhoods. There is a vehement cry not to build this shortsighted runway. Also, given the history of MASSPORT's broken promises, their credibility rating is pretty much zero so every proposal by MASSPORT should be examined critically.

MASSPORT have shown horrible ineptitude and grave, poor judgment in their analysis of Logan's problems which begs two questions: is the MASSPORT authority capable of planning the region's air transportation and if ineptitude is not the problem, then what or who are the commercial interests who will benefit from pursuing this ludicrous uneconomic option? It certainly benefits no-one in the Boston metropolitan area. MASSPORT's EIS represents the interests of airlines and airport-related businesses, all of whom stand to make big profits if Logan's overall capacity is increased by runway 14/32. None of these groups care about the impact 14/32 will have on people as few if any of them live in the affected communities and many of the companies are located in other states.

Please reject MASSPORT's EIS, support the present injunction against runway 14/32, and encourage MASSPORT to pursue alternative, responsible ways of handling projected air travel increases.

Thank you,



Angela Healy

Letter 363

Angela Healy

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
363.1	Purpose and Need	Delays	....only 20% of delays will potentially be improved by having another runway.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
363.2	Noise	Impacts	What's extremely troubling about the EIS is its total disregard for the noise pollution impact on people living in the surrounding communities....	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
363.3	Alternatives	Preferred Alternative	....No economic analysis was done of the loss of market value on properties in the surrounding communities.	The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.

John C. Silva
Manager, Environmental Programs
Airports Division ANE 600
New England Region
12 New England Executive Park
Burlington, Massachusetts 01803

LETTER 364

Arthur Pugsley
MEPA Office
EOEA
100 Cambridge Street, 20th Floor
Boston, Massachusetts 02202

RE: Logan Airport - Addition of New Runway
EOEA #10458

Dear Gentlemen:

I am opposed to the addition of a new runway at Logan Airport. My residence is located in West Somerville, Massachusetts and I work at the United States Courthouse located in the Seaport District of Boston, Massachusetts.

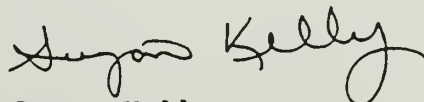
364.1

My residence is located on Boston Avenue in Somerville. Currently, the noise and turbulence from the flights leaving Logan Airport flying over Somerville has created an impact on all residents. For sometime, I have believed that Boston Avenue may be an additional runway for Logan Airport. Many times in the middle of the night I thought a plane was landing on my street. Many of the two or three family homes in my neighborhood are over 60 to 70 years old. We have many elderly and children. An impact of a crash or a fuel accident would destroy our neighborhood in minutes.

I work in the newly created Seaport District. When I wait for the bus at night when I leave work, I have noticed the many planes within minutes of one another circling and landing at Logan Airport. The impact of more planes landing at an additional runway seems incomprehensible.

I do not believe that Massport has shown a genuine interest in trying to create an atmosphere of cooperation or environmental concern for local residents or businesses. I understand the concerns of the Boston financial district and the hopes of tourism dollars and business dollars that would be generated by an addition runway at Logan Airport but because of the lack of good faith of officials at Massport, I do not believe that they should be granted an additional runway or an extension of a runway at Logan Airport.

Sincerely yours,



Suzan Kelly
23 Boston Avenue
Somerville, MA 02144

Letter 364

Suzan Kelly

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
364.1	Alternatives	Runway 14/32	I am opposed to the addition of a new runway at Logan Airport.	Comment noted.

Case 20, 1999

Dear Mr. Durand,

LETTER 365

I am writing about the impact of air traffic
over my community in Somerville Massachusetts.

Clearly the noise is intolerable. The last Sunday @
6³⁰ AM the planes started over me. I can imagine

what an increase with a new runway would do.

At the same time there is no noise extension

of fuel products in the air. I understand that

Mass Port has an agreement with the Boston

Airport is exact Friday I don't know but

will reduce the delays they are claiming.

Sometimes when we have called the complaint line

Laguardia Airport says they are using another

runway and the L33. Somerville is doing

Winter Hill, so having the best of the noise

from the traffic.

as I am writing, right now. I tried turn the
volume of my T.V. up and down to adjust to the
noise. Somerville is already a populated city and
suffers the stress of such. An added burden
of early morning and late anti traffic will increase
the tension in our lives.

I have Fibromyalgia. It is a muscle problem
which pret as a deep disorder. I can't stop
struggling to get back to sleep with the pains
growing over head. Without a least a vaccine
sleep I feel now, absolutely ill the rest day.

Many of the library are ill what live in the city. As
to near the Boston hospitals condition about the air
quality. I talk with them at the big shops but
they are too old and the new market is call on
the shore or with about the houses too is another
low quality of air in Somerville. The Library, I
hope can help our city. This is all right
31 Barton St. - Somerville MA 02146

Letter 365

Ms. Carol Kiley

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
365.1	Noise	Impacts	Very concerned about the noise level and air pollution now. Cannot imagine how bad it will be with new runway. (handwritten copy – couldn't read)	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p> <p>No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "Mo Lotman" <molotman@gis.net>
Subject: Runway 14/32
Date: Tuesday, April 20, 1999 7:28:57 EDT
...attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 366

Dear Mr. Pugsley,

I saw a notice in the City section of last weekend's Sunday Globe mentioning that public comments were requested by Thursday on the proposed runway 14/32 at Logan Airport.

As a resident of Somerville, I can attest that the airplane noise is already problematic. Although the intensity varies with wind direction (ostensibly), there are sporadic periods of up to a day or more with unconscionably loud aircraft flying directly overhead. At the worst of these occasions, there is actually ground vibration, and I have a few times been roused from sleep early on a Sunday morning. As the weather warms, this problem is exacerbated by open windows. There does not seem to be any night-time limit as to when these planes can fly, as I have even heard them after midnight.

The idea that the overhead traffic would increase three-fold if the runway is built (as I've read in a number of sources) is just too much. No business advantage or flight delay mitigation is worth destroying the quality of life for the residents of metropolitan Boston. How often do you suppose the average person who lives under one of these flight paths boards a plane at Logan? I'd be very surprised if it were more than once a year, if that. That even a frequent business traveller might wait fifteen minutes or a half hour on the few trips he or she takes in a week hardly justifies ruining the quiet of 500,000 people, all the time, forever. I am emphatically against the construction of this new runway. Please tell MassPort to spend the money developing a jet that doesn't make any noise. Then they can build all the runways they want.

366.1

Sincerely,

Mo Lotman
48 Gorham Street
Somerville, MA 02144
617/629-4778

Letter 366

Mo Lotman

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
366.1	Noise	Impacts	As a resident of Somerville, I can attest that the airplane noise is already problematic....[and] am emphatically against the construction of this new runway	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>

LETTER 367

ALICE ATWOOD MATHONEY / my name ①
ATWOOD STUDIO REALTY TRUST. / my studio name
ALICE ATWOOD PRODUCTIONS INC. / publishing name

DEAR,

4/20/1999

ATT: ARTHUR PUGSLEY, File # 10458 EOA

MEPA UNIT - EXECUTIVE OFFICE OF

ENVIRONMENTAL AFFAIRS

ROBERT DURAND - SECRETARY

THE MASSPORT ENVIRONMENTAL IMPACT
STATEMENT (EIS) IS INADEQUATE AND
SHOULD BE REJECTED BY MEPA.

① IT USES OLD DATA FROM 1993 - ITS WORKMAN TO

367.1

DOCUMENT (DELAYS AT LOGAN. FOR RUNWAY

② DELAYS AT LOGAN HAVE ACTUALLY DECREASED 14/32.)

OVER THE LAST SIX YEARS

③ OTHER STRATEGIES FOR REDUCING DELAYS

367.2

AT LOGAN HAVE NOT BEEN GIVEN CONSIDERATION

① MAJOR USE OF HANSCOM FIELD IN BEDFORD,
PROMOTING USE OF WORCESTER AIRPORT; BY
BUILDING AN ACCESS ROAD CONNECTING THE
FACILITY TO MASS. TURNPIKE.

④ INCREASED CONGESTION IN TRAFFIC THAT RUNWAY
14/32 WILL CAUSE IS NOT ADDRESSED.

367.3

⑤ NOISE IMPACT ON SURROUNDING COMMUNITIES

(2)

are underestimated. Somerville, unlike
other affected areas, has not had an
official DECIBEL study of noise impact!
noise levels officially considered
to be nuisance have been recorded
by an ALDERMAN.

367.4

you are not going to INCREASE THE
AIR TRAFFIC over SOMERVILLE by
300% without having done a CITYWIDE
study, with MICROPHONE, as they
have in other affected communities,
to study the NOISE impact of airplane
over our area.

my studio is in the BRICKBOTHAM ARTIST BLD.
1188 NORTH SIDE FIRST FLOOR.
we have enough noise as it is now
from TRAINS + HIGHWAY. AND THE
air planes now in the air!
Thank you Alice A. Mulvey

ALICE A. MATTNEY

(3)

owns two pieces of property
in the city of Somerville

① 4 Jerome St. (House single family)
Somerville MA 02143
↓
in Winter Hill area

② Brackbottom Artist Bldg Studio
C119B
1 Tenthburg St.
Somerville 02143 - 2126

Letter 367

Alice Atwood Mahoney

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
367.1	Purpose and Need	Delay	It uses old data from 1993--its worst year--to document [delays at Logan for runway 14/32]. Delays at Logan have actually decreased over the last six years.	<p>The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.</p> <p>Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as one of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent, and continued to increase in 2000. In 2000, Logan was the second most delayed airport for arrivals in the U.S. This represents the worst delay ranking in Logan's history. There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, when airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airport's off-peak hours (e.g., 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reason for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served by two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998.</p> <p>Key lessons learned from this are: 1) while PPP might work in conditions of overscheduling, such as the 1993 environment, because there is no sustained period of flight overscheduling at Logan Airport today, PPP would not provide meaningful delay reduction in the current operating environment; and 2) while delays declined from 1993 to 1997, Logan Airport continued to be one of the most delayed airports in the country because, even though carriers were more efficient at scheduling flights, delays caused by wind and weather continued to occur.</p>

Code	Topic 1	Topic 2	Comment	Response
367.2	Regional Transportation	Regional Airports	Other strategies for reducing delays at Logan have not been given consideration. Making use of Hanscom Field in Bedford, promoting use of Worcester Airport, by building an access road connecting the facility to the Mass Pike.	<p>Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and full use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.</p> <p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.</p> <p>Massport supports improved ground access to Worcester Regional, T.F. Green/Providence, Manchester and Logan airports. These projects are discussed in Section 2.9 of the Supplemental DEIS/FEIR. Since passengers do not travel between New England's regional airports, (e.g., passengers do not first go to Manchester Airport before driving to Logan Airport) it is not clear why improved access between the regional airports would generate any benefit.</p>
367.3	Ground Transportation	Access to Logan	Increased congestion in traffic that Runway 14/32 will cause is not addressed.	<p>The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.</p>

Code	Topic 1	Topic 2	Comment	Response
367.4	Noise	Impacts	Noise impact on surrounding communities are underestimated. Somerville, unlike other affected areas, has not had an official decibel study of noise impact? Noise levels officially considered to be nuisance have been recorded by an Alderman.	<p>Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the <i>Logan Airport 1996 Annual Update</i>).</p> <p>In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 5 of the <i>Logan Airport 1998 Annual Update</i>). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.</p> <p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "pmanadee" <pmanadee@email.msn.com>
Subject: Massport's Environmental Impact Statement
Date: Wednesday, April 21, 1999 15:20:20 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 368

Dear Mr. Pugsley:

I am a resident of Somerville and concerned about Massport's EIR.

I would like to see more data collected before Runway 14/32 is approved.
The current data we have is outdated and really inadequate. Please consider
these factors before you approve Massport's EIR.

368.1

Sincerely,

Panamai Manadee

Letter 368

Panamai Manadee

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
368.1	Alternatives	Runway 14/32	I would like to see more data collected before Runway 14/32 is approved. The current data we have is outdated and really inadequate....	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.

Bcc: Arthur Pugsley@MEPA@EOEA
From: <MgrMoo@aol.com>
Subject: Proposed Building of Runway 14/32 at Logan Airport
Date: Thursday, April 22, 1999 8:15:05 EDT
To: Each:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 369

Dear Mr. Pugsley:

I am writing this message as a resident of Somerville in strong protest to the proposed building of Runway 14/32 at Logan Airport. The building of this runway will result in a 300% increase in air traffic volume over Somerville. The data used for justifying the building of this runway is out of date - from 1993! A close look at more recent data from Logan shows that air traffic delays have actually decreased over the last decade.

369.1

Also, no official decibel level study of the noise impact on Somerville has been conducted; something that has been done for other communities potentially affected by runway construction. Why is this the case? Is it because Somerville has population largely comprised of ethnic and racial minorities, blue collar workers and others with low income levels? Don't our votes, taxes and quality of life issues matter?

369.2

In the way, how would you like to have continuous air traffic over your house?

Sincerely,
Beth Manaster
One Fitchburg St. #B-250
Somerville, MA 02143

As a constituent, I demand better representation.

Letter 369

Beth Manaster

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
369.1	Purpose and Need	Delay	....The data used for justifying the building of this runway is out of date--from 1993! ...	<p>The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.</p>
369.2	Environmental Justice	Impacts	...no official decibel level study of the noise impact on Somerville has been conducted; ....Is it because Somerville has population largely comprised of ethnic and racial minorities, blue collar workers and others with low income levels? ...	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>Low income and minority populations were defined in accordance with Federal Executive Order 12898, the U.S. DOT Final Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. The data presented are based on the most recently available census data (1990) using Geographic Information System (GIS) technology to analyze impacts at the most detailed level possible. Refer to Sections 6.8.3 and 6.8.5 of the Supplemental DEIS/FEIR for a discussion of the analytical methodology and results, respectively.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "michael mercadante" <michael@mainstdesign.com>
Subject: Logan expansion
Date: Tuesday, April 20, 1999 10:04:49 EDT
Attachment:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 370

Dear Mr. Pugsley:

I would like to voice my displeasure with the proposed additional runway at Logan International Airport. I am particularly concerned about the substantial increase in air traffic over Somerville that will take place.

As I understand it, a complete impact study has not been done for our city and we will be one of the most effected locations.

370.1

I typically fly out of Logan three to four times a month and I seldom experience non-weather related delays. The infrequent inconvenience of a delay is worth more to me than the frequent noise impact the expansion will create.

Sincerely,

Michael Mercadante
1 Fitchburg Street #C518
Somerville, MA 02143

Letter 370

Michael Mercandante

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
370.1	Noise	Impacts	<p>....I am particularly concerned about the substantial increase in air traffic over Somerville that will take place.</p> <p>....The infrequent inconvenience of a delay is worth more to me than the frequent noise impact the expansion will create.</p>	<p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>

967 Broadway
Somerville, MA 02144

April 18, 1999

Arthur Pugsley-
MEPA Unit
Executive Office of Environmental Affairs
100 Cambridge St. (20th Floor)
Boston, MA 02202

We are writing to express our opposition to the proposed Logan Airport runway expansion. We here in Somerville are already being disturbed by an increase in air traffic, and tripling the number of flights over our homes would be intolerable.

Not only do we oppose this because of the impact on Somerville, but we think the proposed runway is a bad idea for everyone for the following reasons:

1. The plan does not accurately take into account the burdens and negative impacts on literally hundreds of thousands of people in the Boston metropolitan region. Communities outside of those that border the airport that will suffer tremendously with the increase in noise pollution. Yet Massport has not conducted proper testing of decibel levels in these communities. 371.1

2. The plan does not recognize that we are already at the point of capacity in terms of how much area residents can absorb. Quality of life is not factored into the equation. Noise pollution such as that created by frequent, low-flying aircraft reduces quality of life.

3. Massport has overstated the delay problem through its method of calculating delays.

4. The runway would be a very partial solution to the delay issue at best. Most of the delays at Logan are for reasons that cannot be addressed by a new runway. 371.2


5. The plan is short-sighted. Even according to Massport projections, any delay-alleviating effects would be swamped within a few years by increasing traffic. Merely shifting traffic from one community to another is not a long-term solution.

6. The plan is not regional in nature. There has not been adequate consideration of the region's needs and the fairness of the burdens associated with air traffic. 371.3

7. The proposal and public comment process has been tainted by the collusion between Massport and business interests. Ordinary citizens cannot afford to run a television advertising campaign to promote our interests; but Massport has allowed big corporations to step in and promote the runway expansion idea.

In summary, we are adamantly opposed to the Logan expansion proposal. We urge you to recognize the terrible toll this would take on so many residents in the Greater Boston area, and stand up for the true public interest.

Sincerely,

A handwritten signature in cursive script, reading "Elizabeth L. Merrick".

Elizabeth L. Merrick

A handwritten signature in cursive script, reading "Brian J. Merrick".

Brian J. Merrick

Letter 371

Elizabeth and Brian Merrick

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
371.1	Noise	Impacts	....Communities outside of those that border the airport that will suffer tremendously with the increase in noise pollution....	<p>Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with the High Regional Jet Fleet, while increasing the population exposed to Day-Night Sound Level values greater than 65 dB by two percent, zero percent, and three percent for these three fleet scenarios, respectively.</p> <p>Refer to Section 6.2 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR.</p> <p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
371.2	Purpose and Need	Delay	Massport has overstated the delay problem through its method of calculating delays.	<p>Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.</p>

Code	Topic 1	Topic 2	Comment	Response
371.3	Regional Transportation	Regional Airports	The plan is not regional in nature....	<p>Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and full use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: <GRAZIM61@aol.com>
Subject: Somerville objection to Runway 14/32
Date: Tuesday, April 20, 1999 10:56:24 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 372

As a long time resident of Somerville and tax payer, I strongly object to the plan to build Runway 14/ 32. The Massport's Environmental Impact Statement is inadequate and should be rejected by MEPA because :
-1) it uses old data . 372.1
- 2) delays at Logan have actually decreased over the last six years . 372.2
- 3) other strategies should be given consideration, such as more use of Hanscom Field in Bedford and/or promoting Worcester Airport by building connecting road to MA turnpike.
-4) and most important: increased congestion of traffic that runway 14/32 will cause is not addressed!. 372.3
-5) - Somerville has not had an official decibel study of noise impact! 372.4
Please, make the Secretary of the MEPA unit aware of our concerns.
Respectfully, M.Grazia Marzot, 1 Fitchburg St., C-109, SOMERVILLE, MA.02143

Letter 372

M. Grazia Marzot

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
372.1	Purpose and Need	Delays	[I]t uses old data...delays at Logan have actually decreased over the last six years.	<p>Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as one of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent, and continued to increase in 2000. In 2000, Logan was the second most delayed airport for arrivals in the U.S. This represents the worst delay ranking in Logan's history. There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, when airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airport's off-peak hours (e.g., 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reason for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served by two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998.</p> <p>Key lessons learned from this are: 1) while PPP might work in conditions of overscheduling, such as the 1993 environment, because there is no sustained period of flight overscheduling at Logan Airport today, PPP would not provide meaningful delay reduction in the current operating environment; and 2) while delays declined from 1993 to 1997, Logan Airport continued to be one of the most delayed airports in the country because, even though carriers were more efficient at scheduling flights, delays caused by wind and weather continued to occur.</p>

Code	Topic 1	Topic 2	Comment	Response
372.2	Regional Transportation	Regional Airports	[O]ther strategies should be given consideration, ...	The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's <i>Logan Capacity Enhancement Plan</i> (October 1992); the <i>Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study</i> (December 1993); the <i>Logan Final GEIR</i> (July 1993); and the <i>Logan Airside Improvements Feasibility Study, Phase 1 Report</i> , published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its <i>Boston Logan International Airport Capacity Enhancement Plan</i> . The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the <i>Logan Airside Feasibility Study</i> , published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.
372.3	Ground Transportation	Access to Logan	[I]ncreased congestion of traffic that runway 14/32 will cause is not addressed!	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.
372.4	Noise	Studies	Somerville has not had an official decibel study of noise impact!	The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.

of the Logan operations crew.
in on a first name basis with some
697-3333. I call at 3 a.m. or 5 a.m.
remember the name and number



Cecil Nickerson
90 Glenwood Road
Somerville, MA 02145
(617) 623-1171
4/18/99

LETTER 373

IN REGARDS TO ENCLOSED NEWS CLIPPING, I WOULD LIKE TO ADD MY TWO CENTS WORTH. NAMELY DUE TO NOISE POLLUTION AND UNBELIEVIABLE NOISE CREATED BY PLANES THE CHURCHES OF AREA HAS HAD TO RESORT TO SILENT PRAYERS IN THEIR SERVICES! THE PASTORS, PRIESTS, AND RABBIS IN SOMERVILLE AND NEIGHBORING TOWNS CANNOT HEAR PRAYERS BEING SAID ALONE. AFTERNOON NAPS IS A BYGONE LEISURE.

IN MY OPINION MR. KINTON MENTIONED IN ARTICLE IS AN OUTRIGHT LIAR. I HAVE LIVED ON WINTER HILL FOR FIFTY TWO YEARS. MY SON HAS TINNITISS, A RINGING OF EARS. WHEN OUT IN YARD HE HAS TO CARRY EAR PLUGS TO PUT ON AT THE FIRST RUMBLE OF AN APPROACHING PLANE. AS YOU MAY PERCEIVE HE DOES NOT HAVE THE PLEASURE OF ENJOYING OUR PROPERTY. COOKOUTS, LEISURE TIME SPENT IN YARD READING PAPER OUT DOORS IS AN IMPOSSIBILITY! I COULD GO ON AND ON ABOUT THE DETRIMENTS AND HARDSHIPS CAUSED BY PLANES FLYING OVER HEAD. WILL NOT CONTINUE AS THE MORE COMPLAINTS I QUOTE THE Madder I GET! I AM QUITE SURE OTHER LETTERS YOU RECEIVE WILL COVER THE REMAINDER OF COMPLAINTS!

GOOD LUCK TO YOU AND GOODLUCK TO THE
REST OF THE POPULATION OF SOMERVILLE; AND ALL!

Cecil L. Nickerson
CECIL L. NICKERSON

373.1



Letter 373

Cecil L. Nickerson

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
373.1	Noise	Impacts	....due to noise pollution and unbelievable noise created by planes the churches of area has had to resort to silent prayers in their services! The pastors, priests, and rabbis in Somerville and neighboring towns cannot hear prayers being said alone.	Comment noted.

Bcc: Arthur Pugsley@MEPA@EOEA
From: "lynn palmer" <drinkyll@webtv.net>
Subject: runway
Date: Tuesday, April 20, 1999 22:56:36 EDT
Each:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 374

please don't turn somerville into another chelsea. we get enough jet
noise well into the night. i'm told of a 300 percent increase over
somerville so i cannot justify a new runway.

374.1

Letter 374

Lynn Palmer

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
374.1	Noise	Impacts	...a 300 percent increase over Somerville [sic]...cannot justify a new runway.	<p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>

To: ISMTPOutBound@itd.w4@servers["Pugsley-ENV, Arthur" <Arthur.Pugsley@itd.w4@servers[<FBERMAN@ci.cambridge.ma.us>], ISMTP
Cc: servers[<"lisa.b@erols.com"lisa.b"@erols.com>], ISMTPOutBound@itd.
ield-HOU, Maggie" <Maggie.Carfield@state.ma.us>], ISMTPOutBound@i
CASSESSO@mln.lib.ma.us>], ISMTPOutBound@itd.w4@servers[<SOMMAIL11
, ISMTPOutBound@itd.w4@servers[<"ddahlbac@ix.netcom.com"ddahlbac"@
ISMTPOutBound@itd.w4@servers[<chris@the-ville.com>], ISMTPOutBoun
[<ceaton@mit.edu>], ISMTPOutBound@itd.w4@servers[<NESPOSITO@lnmta
SMTPOutBound@itd.w4@servers["Janine Fay" <jfay@gis.net>], ISMTPOu
rvers[<SFishman1@aol.com>], ISMTPOutBound@itd.w4@servers["Dawny G
rsh@pop.ma.ultranet.com>], ISMTPOutBound@itd.w4@servers[<lgerson@
om>], ISMTPOutBound@itd.w4@servers[<rxprod@sprynet.com>], ISMTPOut
vers[<patjehlen@hotmail.com>], ISMTPOutBound@itd.w4@servers[<ckay
, and others...
Bcc: Arthur Pugsley@MEPA@EOEA
From: <POETRYPIZA@aol.com>
Subject: STOP MASSPORT/LOGAN 14/32 RUNWAY EXPANSION
Date: Tuesday, April 20, 1999 22:38:13 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 375

DEAR MR. ARTHUR PUGSLEY:

(MASS ENVIRONMENTAL AFFAIRS UNIT DIRECTOR)

I STRONGLY REQUEST THAT YOU REFUSE TO APPROVE THE MASSPORT
IRONMENTAL REPORT ON THE PROPOSED 14/32 RUNWAY EXPANSION AT LOGAN AIRPORT.
BELIEVE THE MASSPORT SUBMISSION IS INCOMPLETE AND CONTAINS MANY MISLEADING
HALF TRUTHS. MANY OF THE DATA SOURCES ARE QUESTIONABLE, OUT DATED AND
INCORRECT.

I FEEL ANY FURTHER EXPANSION OF OPERATIONS, FLIGHTS IN AND OUT, WILL
DIFFINETLY CAUSE A TREMENDOUS NEGATIVE ENVIRONMENT IMPACT ON THOSE OF US WHO
LIVE, WORK AND GO TO SCHOOLS IN THE VERY DENSELY POPULATED COMMUNITIES
SURROUNDING LOGAN AIRPORT.

I ASK YOU TO REMAIN OPEN AND SENSITIVE THE OUR BASIC QUALITY OF LIFE
FUNDAMENTALS, "EXCESSIVE NOISE OVER OUR HEADS DAY AND NIGHT, ALONG WITH BAD
AIR EMISSIONS ARE STEALING OUR BASIC RIGHTS." WE NEED YOUR HELP AND
PROTECTION.

OUR PEACEFUL AND HEALTHY FUTURE IS IN YOUR HANDS.
VERY RESPECTFULLY YOURS,

LAWRENCE PAOLELLA, PE (RETIRED)
42OXFORD STREET
SOMERVILLE, MA 02143-1608
(617) 628-8126

375.1

Letter 375

Lawrence Paolella

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
375.1	General Opposition		General Opposition	Comment noted.

Bcc: Arthur Pugsley@MEPA@EOEA
From: <CRego58018@aol.com>
Subject: logan airport expansion 14/32
Date: Wednesday, April 21, 1999 19:38:34 EDT
To: Each:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 376

I'm against it. I have lived in somerville all my life and the air traffic is getting atrocious. It starts at 6:45 am, and can still be heard after 10 PM, and some days I can't even hear my T.V.

I attended a meeting at city hall when some of the Mass Port representatives presented their side. I think the delays need to be defined more thoroughly and there seems to be some discrepancies in the way they have created their statistics. Everyone that lives in this area knows the winters can be bad. That's just a fact of life that can't be changed by adding more runways. 376.1

When, and if, the new runway goes in, the air traffic is expected to increase by 300%, how could any one want this? And who is going to promise it will never be used a bidirectional manner when it suits the air port?

My take about a hill effect, that hasn't even been studied, I don't live on a hill and I still hear it! There have never been any noise levels or EPA studies done here, only in near by towns.

The airport increase in flights and traffic will only increase and per Mass Port already be obsolete by 2004, about the time the expressway is completed, what will they do with all that traffic? 376.2

It's good for business is not always good for the neighborhood, our town is just starting to come out of it's slumerville era and this could set us back economically. Our home prices will decline and we will be Chelsea and East Boston. No boom for them or us. 376.3

I have worked in these area, and have heard all the comments about how long they need to wait to get their houses sound proofed and some are still not done because they are on some sort of a lottery system. Of course this doesn't help you when you are in your yard or standing outside.

But of course, Somerville has already been informed renumberation will not be available to us. Sometimes you can't even carry on a conversation standing outside the house when the airplanes are going overhead, so what good would sound proofing the house do? 376.4

There are other available sites that could be used and improve if they were to put some effort into it, such as Worcestor. since at least 50% of the people who use the airport come from outside the 495 area, they should also be in the prosperity. 376.5

There is too much concentration of power in Mass Port, what does it take to

stop them?

Find other alternatives. Carol Rego

Letter 376

Carol Rego

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
376.1	Purpose and Need	Delay	....I think the delays need to be defined more thoroughly and there seems to be some discrepancies in the way they have created their statistics....	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
376.2	Ground Transportation	Access to Logan	The airport increase in flights and traffic will only increase...	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.
376.3	Alternatives	Preferred Alternative	....Our home prices will decline....	The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives.
376.4	Noise	Sound Insulation	....what good would soundproofing the house do?	<p>While sound insulation does not mitigate exterior sound levels, it is a widely accepted measure considered appropriate for general mitigation of noise impacts. Sound insulation reduces noise inside the home. While the implementation of the Preferred Alternative would bring additional homes within the criteria for inclusion in the sound insulation program, the inside of these homes will have lower noise levels than they would have had without sound insulation under the No Action Alternative.</p> <p>Measures designed to improve PRAS (i.e., the PRAS monitoring program) are also mitigation measures. Improved achievement of PRAS goals under the Preferred Alternative will further benefit the most highly exposed areas around Logan Airport.</p>

Code	Topic 1	Topic 2	Comment	Response
376.5	Regional Transportation	Regional Airports	There are other available sites that could be used ... such as Worcester....	<p>Since 1995, Massport has worked closely with the City of Worcester to aggressively market the Worcester Regional Airport to airlines. Massport increased its involvement with Worcester Regional Airport by assuming operational responsibility of the airport on January 15, 2000. Since January 2000 Massport has attracted three new airlines to Worcester Regional Airport. Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta on February 1, 2000 and will be increasing its service to three daily flights in April 2001. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. In February 2001, PanAm began daily scheduled service from Worcester to Orlando International Airport. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. Since 1995, Massport has worked closely with the City of Worcester to aggressively market the Worcester Regional Airport to airlines. Massport increased its involvement with Worcester Regional Airport by assuming operational responsibility of the airport on January 15, 2000. Since January 2000 Massport has attracted three new airlines to Worcester Regional Airport. Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta on February 1, 2000 and will be increasing its service to three daily flights in April 2001. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. In February 2001, PanAm began daily scheduled service from Worcester to Orlando International Airport. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. In addition to the Worcester Regional Airport, Massport has pursued a variety of initiatives to promote the use of other regional airports and travel modes with the goal of relieving traffic growth pressures at Logan Airport. For example, in November 1999, Massport and Governor Cellucci co-sponsored a Regional Transportation Summit of the New England Governors and transportation officials. The Summit focused on joint marketing among the New England commercial service airports and the joint promotion of rail and road initiatives that will foster an efficient and balanced regional transportation system. A second summit was held in Rhode Island in December 2000. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a comprehensive discussion of Massport's regional transportation planning initiatives. Massport disagrees that its record in diverting traffic to other airports is unsuccessful. Since 1996 eight out of ten new passengers in New England were directed to regional airports, which include T.F. Green/Providence, Worcester Regional, and Manchester airports. In 1999, Massport estimates that regional airports attracted 2.4 million passengers, that would have otherwise used Logan Airport.</p>

61 PRESTON ROAD
SOMERVILLE, MASSACHUSETTS 02143

April 22, 1999

Mr. Robert Durand, Secretary
Executive Office of Environmental Affairs
Attention: Arthur Pugsley, Associate Environmentalist
File #10458 EOE
100 Cambridge Street, Room 2000
Boston, MA 02202

Dear Mr. Durand:

This letter is in response to the proposal to construct Runway 14/32 at Logan International Airport. I oppose this project on the grounds that (a) the effect on the Somerville community has not been considered, (b) the 65dB threshold to measure the effect on residents in the flight path is not reflective of the actual consequences of the noise, vibration, and trauma of overflights on human health, (c) the full effect of changes at regional airports drawing traffic away from Logan has not been factored into the plan, (d) delays have not been appropriately measured, and (e) other means to consolidate passengers and "levelize" utilization over the daylight hours on necessary flights have not been adequately considered, such as peak pricing, incenting small non-connecting flights away from Logan through the fee structure, and incenting fuller, fewer, and larger-capacity planes in smaller connecting flights.

My heart is in the first point above. As to Social Impacts, the Draft Environmental Impact Statement/Report states on page 6-5, "Implementation of any of the improvement alternatives would occur on the airport, and therefore there will be no division or disruption of established communities or orderly planned development as a result." I do not find this statement to be true.

The community of Somerville is a remarkable place. Initially reluctant to move here because of the livability rumors prevalent fifteen years ago, I instead became captivated by a little block-long neighborhood of well-cared-for homes of quiet, respectful families, and took proud possession of a house with stained glass, oak wainscoting, coved ceilings, a fireplace, a built-in library, a front porch, and a tiny garden--the house of my dreams. I've never regretted my fiancé's and my ending our search elsewhere and moving here in 1985. Somerville presents a delightful combination of elements such as convenience to transportation, diversity in its citizens, historic architecture and craftsmanship in its homes, a lively artists' presence, a considered self-reflection, heightened in its present transition to a new mayor, on such issues as schools and youth activities and concern for seniors, and a growing awareness of the importance of green space (former Mayor Capuano headed an initiative to plant hundreds of trees on the city's streets) and community gardening. Of course all this is in addition to the superb restaurants the city has long been known for! I have also been active in the community chorus and in the process learned that there are over 350 musicians living here. For all of us Somerville citizens (in the most densely populated city in Massachusetts), whether working class, middle class, or those even more well-off who have settled here and meticulously restored those grand Victorian mansions, this is

home. We appreciate each other's presence and expect to be able to continue to live together here, peacefully.

On Easter morning this year, not only did we lose an hour's sleep in the change to Daylight Savings Time, but the airplanes from Runway 33L began launching themselves over our heads starting around 6:00 a.m. The din was constant into the afternoon, with takeoffs usually two minutes apart. Unfortunately that was the morning I had planned to sleep late, being in the midst of a major project at work which entailed working late every night for several weeks. I felt tremendously powerless against the noise that morning and, knowing that there were plans afoot to send three times as many planes over Somerville as a result of new runway 14/32, I felt crushed that my wonderful home and community could be torn apart, as those with the means to leave to escape the noise would over time sell and move away, leaving Somerville again a working-class-only town. I knew I could not myself tolerate the noise, and stay.

The effect of that noise is shattering. There is the sleep-loss factor, which is thoroughly debilitating in itself. As that demanding work project has progressed, I have dreaded coming home, wanting so badly to sleep, but not knowing if it would be Somerville's turn to stay up on into the night. But there is also the true trauma of the unrelenting audible assault--the physical effect of the noise and vibration of the overflights, combined with not knowing how much more of that torture one would have to endure, and when it would start again once it stopped. I used to find it a bit exciting on a sunny Saturday while doing the laundry to hear the jets cutting through Somerville's skies on their way to adventure or family reunions or faraway places. I certainly appreciate the fact that part of the proximity that I enjoy in this close-in city is the opportunity without too much inconvenience to get to the airport for an occasional business trip or vacation. But the new plan for 14/32 would transform my community in ways that have not been considered in the Draft Environmental Impact Statement/Report. Indeed, as the report notes on page 6-10, "the flight tracks for Runway 14/32 will not involve overflying any neighborhoods that are not now overflowed." But a threefold increase in air traffic over Somerville would have an enormous impact on this community. It is not enough not to overfly new communities; it is imperative as well not to degrade the quality of life in those presently overflowed.

I have come to understand that Runway 33L is used when demand is low since it is part of the two-runway configuration available at Logan. And demand is likely low in the early morning and late at night. I also see in the Draft Environmental Impact Statement/Report that there is a limit to the number of hours in a day that a community is expected to bear the noise of overflights. But if the community's burden is during sleeping hours (after 10:00 p.m. and before 7:00 a.m.--and that should be on weekdays; on weekends a more realistic target is 8:00 a.m.), its tally should be weighted to count in multiples the sleeping hours. To keep people up late at night and then wake them again in early morning to use their share of the hours is unhealthy as well as inequitable.

It was odd to see Somerville not discussed in the Draft Environmental Impact Statement/Report. It appeared as a ghostly presence in Figures 5.2-5 on page 5-30 and 6.2-3 on page 6-13, under the flight path of Runway 33L. The means of measuring the impact of the noise of takeoffs over a 24-hour day causes the repeated 110dB single-takeoff impacts in Somerville (which my neighbors have measured over their homes) to

377.1

be reduced, through the magic of math, to below 65dB, and thus below the threshold of concern of the mathematical model which draws the 65dB contours shown in the report in Section 6.2. Repeatedly the report notes, as on page 7-18, that only in the denoted 65dB areas is an increase in sound level taken into consideration. But going forward with this plan would entail increasing sound in Somerville by a delta that would transform the community, and the report has not considered this outcome.

The report openly states, as on page 7-1, that the proposed plan would provide a significant reduction in noise for the most severely impacted areas. And those areas certainly deserve to be helped by some plan, one that considers all communities in the region, and the way that they all benefit from the availability of air travel, and the contribution and sacrifice they should each reasonably make. But I believe a better plan than this can be developed, one that analyzes more closely the precise nature of the delays (e.g., putting into perspective that only 20-25% of present delays are due to runway traffic), and the actual effect of enactment on those delays. The new plan should also take into account all the benefits to a regional air traffic plan that will result over the next few years from changes such as suburbanites' migration to accessible regional airports, limitation of small non-connecting flights into Logan, and limitation of low-volume flights. Ground transportation changes too should be included in the plan, both improved access by highway and rail for regional airports such as Worcester, and improved mass transit around Logan.

377.2

377.3

In short, greater vision is needed. In the few years since investigation for the report was begun, much has changed--and those changes need to be factored into the plan.

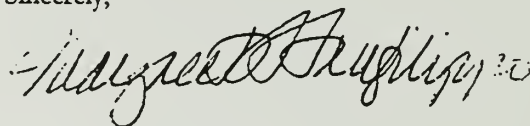
I recall an experience in business school of which the present dilemma reminds me. My study group had submitted our answer to a problem but were dismayed to learn that there was a second part to the problem which we had not discovered. Our professor permitted us to continue to work on our answer and submit our completed problem to offset our failing grade for the first effort. Similarly, this first effort is incomplete. I urge those making the decision on the Draft Environmental Impact Statement/Report to entrust consideration of the many-faceted air traffic problem in the Boston area to those with great vision, so that a better plan for all concerned emerges, one that does provide relief to those most severely impacted, but does not leave an undue burden of noise in the yards and in the windows of communities not even named in the report. We all benefit from convenient air travel in this area, and delays have affected most of us. But before another community is effectively redlined as a result of a runway plan that falls far short of solving the target problem, more effort is needed to evolve a plan that considers the effect on all communities, without artificial mathematical filtering that hides the effect on some communities.

Mr. Thomas Timkin of Massport presented the plan to a meeting on April 13 in Somerville. He told us he lives in Winchester. My manager at work lives in Winchester, and he has happily driven to Green Airport in Rhode Island to take advantage of the reduced prices for flights on Southwest Airlines. This is the type of effect I think deserves heavier consideration in preparation for the Final Environmental Impact Report. People are price-sensitive, as undoubtedly are small airlines who land at Logan as a matter of course, independent of their need to do so. There are many factors to

consider. I look forward with great anticipation to the FEIR, trusting that the neighborhood outcry that has greeted the DEIR has called attention to its incompleteness. Like my professor, I want to see a more successful and complete answer to a, here, too-vaguely-stated problem. I want a solution greater Boston can be proud of, and I believe that will be the outcome.

Thank you for this opportunity to share my thoughts.

Sincerely,



Margaret H. Sanfilippo

cc: Senator Edward M. Kennedy
Senator John F. Kerry
Representative Michael E. Capuano
Governor A. Paul Cellucci
Senate President Thomas F. Birmingham
Speaker Thomas Finneran
Representative Patricia Jehlen
Alderman Kevin Tarpley

Letter 377

Margaret Sanfilippo

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
377.1	Noise	Impacts	The effect of that noise is shattering. ....a threefold increase in air traffic over Somerville would have an enormous impact on this community....	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
377.2	Purpose and Need	Delays	....I believe a better plan than this can be developed, one that analyzes more closely the precise nature of the delays...	Delays occur when wind or weather conditions require the use of configurations with fewer than three active runways, when poor weather requires increased separation distances between aircraft, or when airlines schedule more flights than Logan Airport can handle. The Airside Project addresses delays from constraints at Logan Airport. Section 1.4 and Appendix C of the Supplemental DEIS/FEIR also contains a detailed discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport delays within the context of delays at other United States airports.
377.3	Regional Transportation	Regional Airports	The new plan should also take into account all the benefits to a regional air traffic plan that will result over the next few years from changes such as suburbanites' migration to accessible regional airports, limitation of small non-connecting flights into Logan, and limitation of low-volume flights....	The Airside analysis does take into consideration the increasing attractiveness of the regional airports. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a comprehensive discussion of the role of regional airports and other options to Logan Airport. Federal constitutional provisions (preemption, commerce clause, equal protection), federal aviation statutes and regulations, and contractual provisions related to covenants in connection with the federal Airport Improvement Program grants which Massport receives restrict Massport's ability to control the number of aircraft operations at Logan Airport. As such, Massport can not prohibit low-volume flights from using Logan Airport airport or unjustly discriminate against small aircraft.

Bcc: Arthur Pugsley@MEPA@EOEA
From: "David Dahlbacka/Jane Sauer" <ddahlbac@ix.netcom.com>
Subject: Stop Massport/Logan Runway Expansion
Date: Thursday, April 22, 1999 15:02:38 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 378

April 22, 1999

Mr. Arthur Pugsley
Unit Director
Massachusetts Environmental Affairs
Executive Office Building
100 Cambridge Street
Boston MA 02202

Dear Mr. Pugsley:

By means of this letter I am urging you NOT to approve the Massport environmental report on the proposed runway 14/32 at Logan Airport.

This report is not complete. Other alternatives such as the use of other airports in the area for smaller aircraft and freight planes has not been explored in this report. This research must be included, especially since even officials at Logan admit that the proposed runway is only a temporary solution.

378.1

Also this report does not take into account the quality of life for those affected by aircraft noise now and in the future. Someone living near Hanscom Field was quoted in the Boston Globe as saying in effect that people who in cities are used to noise unlike people in the suburbs. I like to hear the "noise" of my city -- the most densely populated city in New England. I like to hear the voices of children at play, greetings from one neighbor to another, the footsteps of the hundreds of people who pass by my house each week, the songs of birds. I cannot hear these city noises while airplanes roar overhead.

378.2

I cannot get to sleep at night when planes roar overhead after 11 PM. I cannot sleep through the night when planes road overhead at 1 AM, 2 AM, or 3 AM. I cannot enjoy the peace of the early morning hours when planes roar overhead starting at 6 AM or before. Outdoor activities, which should be enjoyable or relaxing, often are not because of planes roaring overhead.

I do not live in the part of Somerville most affected by aircraft noise -- yet my quality of life is seriously affected. And, we in Somerville are not as much affected as people in other communities such as East Boston, Winthrop, Roxbury, or Milton, for instance.

The environment for all of us in Massachusetts should be taken into consideration and protected. I trust you will do this.

Sincerely,

Jane 'Sauer
^5 Hancock Street
nerville MA 02144
.7) 776-0945

cc: Senator Edward Kennedy
Senator John Kerry
Representative Michael Capuano
Senator Joseph Moakley

Letter 378

Jane Sauer

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
378.1	Regional Transportation	Regional Airports	....Other alternatives such as the use of other airports in the area for smaller aircraft and freight planes has not been explored in this report....	<p>Regarding caps on airport operations, federal constitutional provisions (preemption, commerce clauses, equal protection), federal aviation statutes and regulations, and contractual provisions related to covenants in connection with the Federal Airport Improvement Program grants which Massport receives, restrict Massport's ability to control the number of aircraft operations at Logan Airport.</p> <p>However, all cargo operations were included in the future fleets analyzed in the Airside Project. Additionally, some cargo is now being diverted to regional airports as indicated by the strong growth in cargo services and air cargo activity at the regional airports.</p>
378.2	Noise	General Opposition	...this report does not take into account the quality of life for those affected by aircraft noise now and in the future....	<p>While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.</p>

Amanda Sawires
55 Columbus Avenue, #2
Somerville, MA 02143
617-628-6293

April 20, 1999

Arthur Pugsley
MEPA Unit
Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, MA 02202

Dear Mr. Pugsley:

I am writing to express my opposition to MassPort's proposed Runway 14/32.

I have lived in the same address in Somerville for over seven years, and I absolutely attest to the fact that **air traffic over Somerville has increased in the past year**. My neighbors and I have been remarking to each other and lamenting to ourselves the noise from overhead flights that interferes with our sleep at night and wakes us each morning. I have been considering purchasing a house in Somerville but now hesitate to do so because, if Runway 14/32 is approved, I understand that air traffic over Somerville could triple. Somerville is a city with extremely high population density. I feel that increasing the number of flights over this large population is ill-advised and unfair. Current disturbances exceed an acceptable level. They interfere with a decent quality of ~~our~~ life in our neighborhoods.

379.1

Please do not approve Runway 14/32. I suggest that looking into a regional plan to manage air traffic, assessing the noise and burden on Somerville of air traffic, limiting the number of flights directed over Somerville and high population areas, and diverting flights to other airports in the region be considered as options. I would appreciate hearing what your position on this matter is.

379.2

Thank you in advance for your anticipated support.

Yours truly,



Amanda Sawires

Letter 379

Amanda Sawires

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
379.1	Noise	General Opposition	...air traffic over Somerville has increased in the past year...if Runway 14/32 is approved, I understand that air traffic over Somerville could triple...	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals.</p>
379.2	Regional Transportation	Regional Airports	....I suggest that looking into a regional plan to manage air traffic, assessing the noise and burden on Somerville of air traffic, limiting the number of flights directed over Somerville and high population areas, and diverting flights to other airports in the region be considered as options.....	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p> <p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "Marguerite Scott" <100303.702@compuserve.com>
Subject: Runway 14/32 and environmental impact
Date: Thursday, April 22, 1999 17:20:12 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 380

Dear Mr. Pugsley:

I am a resident of Somerville, a voter, a taxpayer, and a very concerned citizen. I oppose Massport's plans to build Runway 14/32.

Frankly, if part of environmental impact is its effect on human beings, I'm not sure we can even take Massport's proposal seriously. Somerville is one of the most densely populated cities in the state. I'm sure the surrounding communities reflect this as well - in Medford, Cambridge, etc. While Massport has hit the road telling different communities that the traffic over them will decrease, if Massport gets its way, air traffic over us will increase - by 300%. Three times the burden of noise, disruption, and pollution we now share with our urban neighbors. 380.1

How is it desirable to solve a problem already clearly intolerable (and managed) for communities like East Boston with mere shifts and squeezing the deleterious effects onto a smaller slice of the urban ring? How is it fair? How does it help?

Massport is thinking too small. The wailing and gnashing of teeth about Boston's status as a "world class city" is only showing that the wailers haven't been to very many of them. Take New York. There's a world-class city. Three airports. Each one a good forty minutes to God-knows-when away from the center of town. One is even in another state. It doesn't seem to be stopping the legions of businesspeople, tourists, and conventioners from going to New York. London is served by two airports, to its west and south, each a train ride away from the city proper. Gatwick's train takes you through rolling hills and farmland on your way to town. It doesn't seem to keep London from offering businesspeople, tourists, and conventioners a world-class city. But Gatwick and Heathrow in London, and Kennedy, La Guardia, and Newark in New York do relieve the impact of these busy, busy airports on an already overburdened metropolitan center. 380.2

Of course, the Boston area needs to accommodate air travel. I wouldn't want it any other way. I live here; I want it to be as thriving, successful, accessible as any other great town. I travel. I want the airport(s) to serve me well. But there are ways to share the impact of growing air traffic other than switching around the communities to harm, and hoping they won't have the power, money, or influence to have a say about it.

Regional development without a new runway could benefit everyone.

But I hear that the business community will never let it happen, and the wealthy communities surrounding Hanscom will never let it happen, and that the Governor has boxed himself into a corner and will never let it happen, and that despite what is clearly in the best interest of everyone in the area, Massport will never let regional development happen. Not when they at this runway.

Runway 14/32 will do more harm than good. Its impact will hurt the environment for many, many people who work here, raise families here, and call it home. You tell me, Mr. Pugsley: can the Office of Environmental Affairs let this go forward? Does environmental impact include its effect on people?

Very sincerely yours,

Marguerite Scott

Letter 380

Marguerite Scott

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
380.1	Noise	General Opposition	....air traffic over us will increase--by 300%. Three times the burden of noise, disruption, and pollution we now share with our urban neighbors.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
380.2	Regional Transportation	Regional Airports	Massport is thinking too small. ....Regional development [of other airports] without a new runway could benefit everyone.	<p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: "Jerry Shine" <shine@pipeline.com>
Subject: Runway Proposal
Date: Thursday, April 22, 1999 15:46:38 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 381

Dear Mr. Pugsley,

I am against the proposed new runway at Logan Airport for several reasons. First, I live in Somerville where air traffic is expected to increase by close to 300% if the new runway is built. How it can be considered fair, or even intelligent, to increase airplane noise to this extent over one of the most densely populated areas of the state is beyond me.

Second, I have lived in Somerville for ten years. Over the first nine and three-quarters years, airplane noise was negligible. Over the last three months, it has been, at times, unbearable. And yet Massport insists that air traffic over Somerville has not increased in the last year. This assertion is so ridiculous as to be either an outright lie or a statement of misinformation so twisted as to be no better than a lie, and proves Massport to be an trustworthy organization.

381.1

Third, I spend a great deal of time in Boston's North End. Tourists go there to relax and visit historic sites. And yet, as they are walking the streets, airplanes are constantly flying overhead, completely destroying the ambiance they came to Boston for.

Fourth, the argument that Boston must have a new runway to compete with other cities around the world is ridiculous. New York City has two airports, neither of which is downtown. The same can be said for London. Washington DC's airport is not downtown. Nor is New Orleans' or Tokyo's. The list of major cities in which the airport lies an hour or so away goes on and on.

381.2

In summary, building a new runway would have an extremely negative impact on the quality of life for thousands of people in countless neighborhoods close to Boston, as well as an adverse effect on tourists visiting Boston for its historic sites. I am opposed to it.

Sincerely,

Jerry Shine
204 Powderhouse Blvd.
Somerville, MA 02144

Letter 381

Jerry Shine

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
381.1	Noise	General Opposition	....How it can be considered fair...to increase airplane noise [300%] over one of the most densely populated areas of the state is beyond me.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
381.2	Regional Transportation	Regional Airports	... the argument that Boston must have a new runway to compete with other cities around the world is ridiculous. New York City has two airports, neither of which is downtown. The same can be said for London. Washington, D.C.'s airport is not downtown. Nor is New Orleans' or Tokyo's. The list of major cities in which the airport lies an hour or say away goes on and on.	<p>The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: <Sweetuumms@aol.com>
Subject: Runway 14/32 at Logan Airport
Date: Thursday, April 22, 1999 8:21:24 EDT
Each:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 382

Dear Mr. Pugsley:

I am writing this message as a resident of Somerville in strong protest to the proposed building of Runway 14/32 at Logan Airport. The building of this runway will result in a 300% increase in air traffic volume over Somerville. The data used for justifying the building of this runway is out of date - from 1993! A close look at more recent data from Logan shows that air traffic delays have actually decreased over the last decade. 382.1

Also, no official decibel level study of the noise impact on Somerville has been conducted; something that has been done for other communities potentially affected by runway construction. Why is this the case? Is it because Somerville has population largely comprised of ethnic and racial minorities, blue collar workers and others with low income levels? Don't our votes, taxes and quality of life issues matter? 382.2

My guess - you don't live in Somerville. Second guess, maybe a nice quite community like Arlington, Lexington, or some other suburb.

Sincerely,
Deirdre Smith
One Fitchburg St. #B-250
Somerville, MA 02143

As a constituent, I demand better representation.

Letter 382

Deirdre Smith

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
382.1	Purpose and Need	Delay	....The data used for justifying the building of this runway is out of date--from 1993! ...more recent data from Logan shows that air traffic delays have actually decreased over the last decade.	<p>Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as one of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent, and continued to increase in 2000. In 2000, Logan was the second most delayed airport for arrivals in the U.S. This represents the worst delay ranking in Logan's history.</p> <p>There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, when airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airport's off-peak hours (e.g., 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reason for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served by two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998.</p> <p>Key lessons learned from this are: 1) while PPP might work in conditions of overscheduling, such as the 1993 environment, because there is no sustained period of flight overscheduling at Logan Airport today, PPP would not provide meaningful delay reduction in the current operating environment; and 2) while delays declined from 1993 to 1997, Logan Airport continued to be one of the most delayed airports in the country because, even though carriers were more efficient at scheduling flights, delays caused by wind and weather continued to occur.</p> <p>The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.</p>

Code	Topic 1	Topic 2	Comment	Response
382.2	Noise	General Opposition	...no official decibel level study of the noise impact on Somerville has been conducted; ....Is it because Somerville has population largely comprised of ethnic and racial minorities, blue collar workers and others with low income levels? ...	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. There should be no new effects on the value of property or unacceptable increase in noise exposure for any of the alternatives. Future scenarios analyzed in this study have to rely on computations rather than measurements, since they occur in the future. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p> <p>Refer to Section 6.8 of the Supplemental DEIS/FEIR for a discussion of the Environmental Justice analysis. Noise was found to be the only adverse impact from the Preferred Alternative with the potential for Environmental Justice impacts. Additional demographic analysis of the noise-affected areas was conducted to determine if minority and/or low-income populations would be disproportionately affected by the Preferred Alternative. This analysis found that there is no high and adverse disproportionate impact caused by the Preferred Alternative.</p>

14 Wyatt Street
Somerville, Massachusetts 02143

April 21, 1999

Robert A. Durand
Secretary, MBPA Unit, Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, Massachusetts 02202

Attention: Arthur Pugsley, File No. 10458 EOA

Dear Secretary Durand:

I am writing in order to state my strenuous opposition to proposed new Runway 14/32, as outlined in the *Environmental Impact Statement (EIS)* that has been submitted to you for approval by the Massachusetts Port Authority (Massport) and the Federal Aviation Administration (FAA). I am in basic agreement with the findings presented in the *Review Comments on Draft Environmental Impact Statement/Draft Environmental Report (DEIS/DEIR)* for the Logan Airside Improvements Planning Project, prepared by the consultant team to the Community Advisory Committee (CAC) to Massport, and I am sure that many individuals who have submitted written comments to you have reiterated that document's findings with regard to the deficiencies of the EIR. Rather than reiterate those findings, my goal in this letter is to present concerns about Runway 14/32 that are specific to the City of Somerville, where I have lived continuously in the home that I own since October of 1991, and where I lived previously for two and one-half years, from 1984 to 1986. My concerns are as follows

1. Somerville has not been given due consideration, in the EIR, with regard to the actual impacts that it will sustain as a result of Runway 14/32.

Massport states that, with 14/32 in place, air traffic over Somerville will increase by approximately 300%. However, this figure would appear to be a substantial underestimate as it is based solely on historical-use data for Runway 15/33 despite the fact that other runways also generate air traffic over Somerville. Massport officials, including Chief Executive Officer Peter Blute and Director of Aviation Planning and Development Betty Desrosiers, have contended that Somerville receives air traffic from Runway 15/33 only (respective sources: a *Somerville Journal* article by Dorothy Pomerantz, published on Jan. 21, 1999, and remarks to state representatives at a meeting at the State House this past winter, as related by Fred Cabral, aide to State Representative Timothy Toomey). This assertion that Somerville receives air traffic from Runway 15/33 only is both inaccurate and disingenuous as it takes into account jets only while excluding turboprops, which represent a substantial segment of the air-traffic fleet.

According to printed copies of my calls to Massport's Noise Abatement Complaint Line (Appendix), as well as verbal, recorded (by Massport) responses of Massport staffpersons to my questions, configurations 27/22, 22L/22R, 4L/4R, and 4/9 all are frequent sources of air traffic over Somerville. For example, three times during the process of composing this letter over a 72-hour period, when I called the Noise Abatement Complaint Line to ask the source of air traffic over my neighborhood, 27/22 was cited as being the runway in use on both the first and the third occasions, and 4L/4R was cited on the second

383.1

occasion. In a phone conversation with me yesterday, Massport Spokesperson Jeremy Crockford, while admitting that turboprops may "disperse" over Somerville after takeoff from *any* runway, tried to dismiss these impacts, stating that "*Most* people are concerned with *jet* traffic." This totally ignores the fact that, for the last year, Somerville residents have been awakened by turboprops and cargo planes, *not* jets, in the middle of the night, for days and weeks on end. It also overlooks the fact that these smaller aircraft typically generate *more* noise than their larger counterparts, since they tend to fly at lower altitudes.

Moreover, visual observation of planes flying over Somerville when runways other than 15/33 are in use indicates that a number of these aircraft are not turboprops but, rather, jets that apparently have deviated from their initial flight tracks.

It also strains credibility to assume that the so-called "over-the-water" approaches that are constantly mentioned by Massport in reference to Runway 14/32 would never culminate in deviations to a westerly path after initial takeoff, similar to the deviations that occur relative to the already existing runways.

Thus, Somerville's aggregate air-traffic increase due to 14/32 would be approximately 300% for jet departures from 15/33 combined with whatever indeterminate (because not yet estimated) but substantial increases would accrue from the other runways that generate both turboprop and "off-course" jet traffic over our city. (Air traffic associated with Runway 27/22, for example, is projected by Massport to increase fourfold.)

11. Massport has failed to take into account the disproportionate amount of air traffic associated with Runway 15/33 that Logan Airport's FAA-run control tower routes over Somerville during so-called off-peak hours (nights, early mornings, weekends, and holidays – the times when people are most likely to be at home trying to sleep, study, converse with family and friends, and generally relax) – and it has not addressed the corresponding air-traffic increases that would occur during those hours if Runway 14/32 is built.

383.2

Massport has stated that Runway 15/33 is the *preferred* configuration during off-peak hours. According to the report of the consultants to the CAC, nighttime jet operations at Logan "can be expected to *double* within the foreseeable future" (p. 18, D.1.b Night-time Operations). Residents of a number of Somerville neighborhoods, including my own, near Inman Square, Cambridge, that of Winter Hill, and that in the Porter Square area, already have an extremely limited (approximately six-hour) time-span during which sleep without being disturbed by aircraft is possible; this is especially true during the spring and fall, when Runway 15/33 is relied on heavily. This obviously too-brief window for sleep often is diminished even further by middle-of-the-night air traffic sufficiently loud to awaken one from a sound sleep, which has become increasingly common over the last year. I and other Somerville residents have experienced sleep deprivation on many occasions because of such disturbances. Sleep deprivation is rapidly coming to be recognized as a significant public-health problem and as a precipitating factor in many motor-vehicle accidents. My job requires me to commute to and from Needham from my home, five days a week, on two major expressways (the Massachusetts Turnpike and Route 128). Anyone who has ever traveled on these roads during rush hour can attest to the high and constant level of alertness that is needed to avoid being involved in a collision. Another adverse effect of sleep deprivation is diminished job

performance. Nowhere in its EIR do Massport and the FAA address the repercussions of sleep deprivation due to air traffic. Apparently this concern is too trivial to warrant consideration compared with the all-important issue of business travelers' feelings of frustration over flight delays at Logan. It can only be hoped that MEPA uses a more balanced and humane system of prioritization.

383.3

III. Massport has done no study of air-traffic noise impacts on Somerville.

383.4

While Massport has placed noise monitors in other communities, not only has it not done so in Somerville, it *refused* to do so, despite a request made in June 1998 by the Somerville Board of Aldermen.

In conclusion, I ask that MEPA find the EIR submitted by Massport and the FAA to be inadequate and that both Massport and the FAA be directed to do the following. (1) They should provide a true and accurate estimate of the *total* air-traffic increase that Somerville would incur as a result of Runway 14/32. This calculation should take into account *all* runway configurations that affect the city – not just 15/33 but also 27/22, 22L/22R, 4L/4R, and 4/9 – and *all* types of aircraft – not just jets but turboprops and cargo planes as well. Massport's official position that only Runway 15/33 affects us in any meaningful way is in stark contradiction to the experience of Somerville residents and is clearly self-serving in that it allows Massport to predict air-traffic increases much lower than those that will actually result if Runway 14/32 is implemented. (2) Massport and the FAA should provide a *separate* estimate of the increase in so-called off-peak air traffic that would accrue over Somerville in association with Runway 14/32 – again, with regard to *all* runways and *all* types of aircraft. Because sleep deprivation is an adverse *health* impact, it should be classified as such and weighted accordingly by MEPA. Further, Massport and the FAA should be enjoined to cease the routine disturbance of residents' nighttime sleep, either through implementation of a curfew between the hours of 10 p.m. and 7 a.m. (as is imposed by National Airport serving the Washington, D.C., area) or by an expansion of Massport's current Noise Rules, or both. (3) Massport should be required to place noise monitors in Somerville, especially (but not only) in the most elevated and densely populated areas.

As was pointed out by a participant in the Runway 14/32 meeting that Congressman Michael Capuano hosted on March 27 at Bunker Hill Community College, Boston is unique in that it has a major international airport (Logan) located in such immediate proximity to so many residential neighborhoods. Other cities that Massport has mentioned as having added new runways are not appropriate analogies to our current situation (as Massport wishes people to believe that they are) because those cities do not have 1.4 million people living directly under the flight paths as we do.

I deeply hope that your decision will be based on the welfare of those of us who make our homes, earn our livings, and pay our taxes here in the Commonwealth, rather than on dubious profit-motivated arguments and misplaced concerns about the transient aggravation that some travelers (including those of us who oppose 14/32) may experience some of the time. (It is pertinent to not here that delays at Logan have *decreased* over the past six years.) Convention-goers and other passengers from both in and out of state will not suffer egregious harm because of a 20-minute wait at a departure gate. In contrast, residents' quality of life and, perhaps just as importantly, their faith in agencies such as MEPA that are entrusted with protecting the public from injury

by powerful parties that wield disproportionate monetary and political influence, stand to be shattered irreparably if the ill-advised, environmentally disastrous runway proposal of Massport and the FAA is allowed to triumph.

Thank you for reading and considering my comments.

Sincerely,



Allison Stieber

Appendix: Copies of Complaint Calls to Massport's Noise Abatement Complaint Line Citing Various Runways as Sources of Air Traffic over Somerville

cc: Robert Bartanowicz, New England Regional Administrator, Department of Transportation, Federal Aviation Administration; John P. DeVillars, Regional Administrator, U.S. Environmental Protection Agency; Senator Edward M. Kennedy; Senator John F. Kerry; U.S. Congressman Michael E. Capuano; City of Boston Mayor Thomas Menino; Speaker of the Massachusetts House of Representatives Thomas Finneran; State Representatives Timothy Toomey, Patricia Jehlen, and Vincent Ciampa; Todd Fontanella, Director of Transportation and Commercial Development and CAC Representative for the City of Somerville; Somerville Mayoral Candidates Dorothy Kelly Gay and John Buonomo

Appendix

Copies of Complaint Calls to Massport's Noise Abatement Complaint Line

Citing Various Runways as Sources of Air Traffic over Somerville

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mrs. Allison Stieber
14 Wyatt Street
Somerville, MA 02143

Telephone:

Disturbance Date and Time: 11:30 on 06 Jan 99 to
11:30 on 06 Jan 99

Conditions:

Wind Direction:	190 deg	Wind Speed:	10 Knots
Ceiling:	18000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: The last two nights at 3:40 and 3:45 am a small airplane caused a disturbance over this area. I would like to know the name of the carrier.

Massport Report of Investigation: On 1/5/99 you were affected by an AEST cargo aircraft which departed from Logan's Runway 27. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Pyke Cook/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mrs. Allison Stieber
14 Wyatt Street
Somerville, MA 02143

Telephone:

Disturbance Date and Time: 20:06 on 04 Mar 99 to
20:06 on 04 Mar 99

Conditions:

Wind Direction:	260 deg	Wind Speed:	20 Knots
Ceiling:	4800 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: There is too much aircraft noise.

Massport Report of Investigation: You are affected by arrivals to Logan's Runway 22L, in use with strong westerly winds. A change of runway configuration occurred at midnight.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mrs. Allison Stieber
14 Wyatt Street
Somerville, MA 02143

Telephone:

Disturbance Date and Time: 07:49 on 16 Nov 98 to
07:49 on 18 Nov 98

Conditions:

Wind Direction:	320 deg	Wind Speed:	7 Knots
Ceiling:	900 Ft	Visibility:	7.0 Miles

Runways in Use:

Arrivals: 4R - 4L
Departures: 9-4R-4L

Complaint Description: I was awakened by aircraft at 5:30 am.

Massport Report of Investigation: You were affected by a B727 which arrived on Logan's Runway 4R. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Ross E. DiPietro/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

Letter 383

Allison Stieber

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
383.1	Alternatives	Runway 14/32	<p>Massport states that, with 14/32 in place, air traffic over Somerville will increase by approximately 300%. However, this figure would appear to be a substantial underestimate as it is based solely on historical-use data for Runway 15/33 despite the fact that other runways also generate air traffic over Somerville....</p>	<p>The Supplemental DEIS/FEIR provides updated information for 1998—the latest year for which actual Logan Airport data are available. 1993 was adopted as the base year when the Airside Improvement studies commenced in 1994. The primary function of the Base Year analysis is to calibrate the airfield operation models and environmental impact models. The benefits and impacts of the action alternatives (Alternatives 1, 1A, 2 and 3) are assessed by comparing these not with the base year, but with Alternative 4, the No-Action Alternative. The planning scenarios for 37.5 and 45 million passengers represent a range of future activity at Logan Airport expected in the 2010 to 2020 time frame.</p> <p>The Supplemental DEIS/FEIR contains a discussion of the FAA and DOT delay measures and historical data, along with comparisons of Logan Airport with other United States airports. The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States. Logan Airport's estimated annual delay hours are over five times the FAA's threshold of 20,000 hours for a severely delayed airport. FAA Opsnet delays at Logan Airport peaked in 1993, declined for two years and are rising again. Arrival delays which would be directly affected by Runway 14/32 have risen steadily since 1994.</p> <p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p>
383.2	Noise	Model	<p>Massport has failed to take into account the disproportionate amount of air traffic associated with Runway 15/33 that Logan Airport's FAA-run control tower routes over Somerville during so-called off-peak hours...and it has not addressed the corresponding air-traffic increases that would occur during those hours if Runway 14/32 is built.</p>	<p>If the Preferred Alternative is implemented, Somerville's overflights will increase in comparison to the No Action Alternative. However, the highest resulting noise exposure in that community is estimated to be on the order of 55 dB DNL, well beyond the 60 dB DNL contours shown in Figures 6.2-8 and 6.2-10 through 6.2-14 of the Supplemental DEIS/FEIR.</p> <p>Both the delay model and the noise model used in this evaluation do take into account the operations over Somerville, but the noise exposure levels resulting from those operations are relatively low compared to other communities and are not in any way considered incompatible with residential land uses in the community.</p>

Code	Topic 1	Topic 2	Comment	Response
383.3	Noise	Impacts	....Nowhere in its EIR do Massport and the FAA address the repercussions of sleep deprivation due to air traffic....	<p>The Night Equivalent Sound Level (LeqN) was calculated at 23 selected locations for all fleets and scenarios. Tables 6.2.15 and 6.12-16 of the Supplemental DEIS/FEIR report these data for the 29M Low and 37.5M High Fleet scenarios of the Supplemental DEIS/FEIR. The results show that, at most locations, the LeqN for the future fleets is lower than for the 1993 case. Where there is an increase in LeqN, the reason was the increase in flights for the No Action Alternative, which generally was mitigated by the Preferred Alternative. These results indicate that there will be less sleep disturbance in the future than that currently experienced.</p> <p>Refer to Section 7.4 of the Supplemental DEIS/FEIR for a discussion of cumulative noise impacts.</p>
383.4	Noise	Impacts	Massport has done no study of air-traffic noise impacts on Somerville.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p>

Robert Durand, Secretary
MEPA Unit-EOEA
Att: Arthur Pugsley, File # 10458EOA
100 Cambridge St., 20th Floor
Boston, MA 02202

April 22, 1999

I am writing to register our strong objection to runway 14/32. We are already uncomfortable with the noise pollution from flights over our city. A night time curfew ought to be enforced! Recent flights over Somerville seem to be getting lower! We understand there has been no citywide noise impact study with microphones done in Somerville as there have been in other affected communities! More Logan flights will make the traffic to and from the airport even more overwhelming.

384.1

384.2

384.3

It is my understanding that the data used to justify the need for a new runway is based on Logan's worst year for flight delays (1993) and that delays at Logan have actually decreased over the last 6 years.

384.4

An increase of air traffic over Somerville by 300% or more is not acceptable.

Susan Strauss
Jane Owen

Susan Strauss
Jane Owen
20 Willoughby St.
Somerville, MA 02143

Letter 384

Susan Strauss and June Owen

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
384.1	Noise	Impacts	....We are already uncomfortable with the noise pollution from flights over our city. A nighttime curfew ought to be enforced!	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Night Equivalent Sound Level (LeqN) was calculated at 23 selected locations for all fleets and scenarios. Tables 6.2.15 and 6.2-16 of the Supplemental DEIS/FEIR report these data for the 29M Low and 37.5M High Fleet scenarios of the Supplemental DEIS/FEIR. The results show that, at most locations, the LeqN for the future fleets is lower than for the 1993 case. Where there is an increase in LeqN, the reason was the increase in flights for the No Action Alternative, which generally was mitigated by the Preferred Alternative. These results indicate that there will be less sleep disturbance in the future than that currently experienced.</p> <p>Refer to Section 7.4 of the Supplemental DEIS/FEIR for a discussion of cumulative noise impacts.</p>
384.2	Noise	Impacts	...there has been no citywide noise impact study with microphones done in Somerville...	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.</p>
384.3	Ground Transportation	Access to Logan	More Logan flights will make the traffic to and from the airport even more overwhelming.	<p>The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.</p>
384.4	Purpose and Need	Delays	...data used to justify the need for a new runway is based on Logan's worst year for flight delays (1993)...	<p>The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.</p>

LETTER 385

17 Boston Ave.
Somerville, MA 021

Robert Durand, Secretary
NEPA Unit - Office of Environmental Affairs
Attn: Arthur Pugsley, File # 10458 EOA

Dear Sir:

The noise level and frequency of flights over our neighborhood is already at an entirely unacceptable level. The question should not be whether to increase the number of these flights in our or any other direction, but urgently to reduce the noise level and frequency of these flights.

385.1

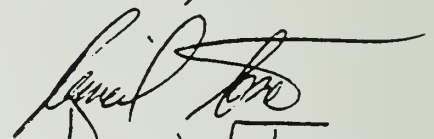
At the present levels, economic damage is wreaked upon our community and this state through poor job performance and missed work days due to sleeplessness caused by this noise. The noise can be heard in the shower during a shower and continues until 2 a.m., with jets leaving every minute on occasions lasting for over an hour. Further economic damage results from depreciated real estate values, stress levels causing more violence and vehicle

385.2

385.3

accidents. Any consideration of authorizing any new runway at Logan Airport must be undertaken by the either extremely over-paid or extremely weak-minded. I pledge my whole-hearted spiritual, intellectual, and financial support to any efforts to resist this proposed runway.

Sincerely,


Daniel Toner

Letter 385

Daniel Toner

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
385.1	Noise	Impacts	The question should not be whether to increase the number of flights in our or any other direction, but urgently to reduce the noise level and frequency of these flights.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>
385.2	Noise	Impacts	At the present levels, economic damage is wreaked upon our community and this state through poor job performance and missed workdays due to sleeplessness caused by this noise....	<p>Table 6.2-17 of the Supplemental DEIS/FEIR shows nighttime jet operations projected to increase from 144 in 1998, to as many as 231 under the No Action Alternative with the 2015 High Regional Jet Fleet. However, regardless of the fleet, many of the future night operations are the result of delays that will occur as demand at Logan Airport continues to increase. One of the direct benefits of the Preferred Alternative is that it will reduce these night operations by 32 to 43 flights depending on the fleet forecast, though any alternative to the No-Action scenario will help alleviate some of the projected delays. In addition, Massport is committed to exploring other measures to reduce nighttime noise whether or not the Preferred Alternative is implemented.</p>
385.3	Noise	Impacts	...Further economic damage results from depreciated real estate values, stress levels causing more violence and vehicle accidents....	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR respond to federal and state scoping directives and applicable FAA environmental orders and all other NEPA and MEPA requirements, and provide appropriate analytical content for assessing alternatives.</p>

CARLA WILBUR
6407 ONE FITZBURG ST.
SOMERVILLE, MA 02143

(617) 625-1227

LETTER 386

ROBERT DURAND, SECRETARY
MEPA UNIT - EXECUTIVE OFFICE ENVIRONMENTAL AFFAIRS
100 CAMBRIDGE ST. 20TH FLOOR
BOSTON, MA. 02202

(617) 727-1598

APRIL 22, 1999

DEAR MR. DURAND,

I AM FAXING YOU TODAY BECAUSE I HAVE LEARNED OF MASSPORT'S PLANS TO BUILD A NEW RUNWAY WHICH IS LIKELY TO HAVE A SIGNIFICANT IMPACT ON MY PROPERTY VALUE AND MY QUALITY OF LIFE. I AM A SOMERVILLE RESIDENT.

AS A CITIZEN, I DEMAND:

- 1) A CITYWIDE IMPACT STUDY AS HAS BEEN DONE IN OTHER EFFECTED COMMUNITIES. 386.1
- 2) A MODERN ENVIRONMENTAL IMPACT STATEMENT DERIVE FROM 1999 DATA - NOT 1993, THE WORST YEAR FOR DELAYS AT LOGAN. (How dare you try to slide by on this!) 386.2
- 3) AUTO TRAFFIC STUDIES ON HOW TO CONTEND WITH INCREASED TRAFFIC CONGESTION CAUSED BY THE 300% INCREASE IN AIR TRAFFIC RUNWAY 14/32 WILL CAUSE. 386.3
- 4) AN ERNEST INVESTIGATION OF THE POSSIBILITIES OF HANSCOM FIELD OR WORCESTER AIRPORTS AS ALTERNATIVES (Perhaps, using Worcester might also generate some desirable economic by products for this struggling city.) 386.4

THANK YOU

SINCERELY,

Carla Wilbur

Letter 386

Carla Wilbur

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
386.1	Environmental Review Process	MEPA	I demand a citywide impact study as has been done in other [a]ffected communities.	The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios. However, if you are interested in measuring current conditions in Somerville, you should contact Massport and discuss your ideas.
386.2	Analysis Assumptions/ Methodologies	Base Year	I demand a modern environmental impact statement derived from 1999 data—not 1993, the worst year for delays at Logan.	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.
386.3	Ground Transportation	Access to Logan	I demand auto traffic studies on how to contend with increased traffic congestion caused by the 300% increase in air traffic runway 14/32 will cause.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
386.4	Regional Transportation	Regional Airports	I demand an [earnest] investigation of the possibilities of Hanscom Field or Worcester airports as alternatives.	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p> <p>Since 1995, Massport has worked closely with the City of Worcester to aggressively market the Worcester Regional Airport to airlines. Massport increased its involvement with Worcester Regional Airport by assuming operational responsibility of the airport on January 15, 2000. Since January 2000 Massport has attracted three new airlines to Worcester Regional Airport. Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta on February 1, 2000 and will be increasing its service to three daily flights in April 2001. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. In February 2001, PanAm began daily scheduled service from Worcester to Orlando International Airport. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. In addition to the Worcester Regional Airport, Massport has pursued a variety of initiatives to promote the use of other regional airports and travel modes with the goal of relieving traffic growth pressures at Logan Airport. For example, in November 1999, Massport and Governor Cellucci co-sponsored a Regional Transportation Summit of the New England Governors and transportation officials. The Summit focused on joint marketing among the New England commercial service airports and the joint promotion of rail and road initiatives that will foster an efficient and balanced regional transportation system. A second summit was held in Rhode Island in December 2000. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a comprehensive discussion of Massport's regional transportation planning initiatives. Massport disagrees that its record in diverting traffic to other airports is unsuccessful. Since 1996 eight out of ten new passengers in New England were directed to regional airports, which include T.F. Green/Providence, Worcester Regional, and Manchester airports. In 1999, Massport estimates that regional airports attracted 2.4 million passengers that would have otherwise used Logan Airport.</p>

Bcc: Arthur Pugsley@MEPA@EOEA
From: <lyager@uism.bu.edu>
Subject: Logan Airport Expansion
Date: Tuesday, April 20, 1999 13:26:17 EDT
Cache:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 387

Dear Sir:

I am writing to discourage any attempt on the part of Logan Airport and Massport to expand runways and thus airplane usage. I have been a resident of Somerville for 20 years, and have definitely noticed a large increase in jets flying over the city in the last two or three years. The idea of three times the traffic is absurd and a definite infringement on my quality of life. If Massport needs more airplanes coming into the area, let them move out to Hanscom

Field and expand there or some other place not as densely populated as Somerville and the greater Boston Urban area. Many cities can support more than one major airport. Boston could as well. I definitely oppose any runway or flight expansion.

Thank You:

Lawrence A. Yager
Columbus Ave #2
Somerville, MA. 02143

lyager@bu.edu

387.1

Letter 387

Lawrence A. Yager

Private Citizens: Somerville

Code	Topic 1	Topic 2	Comment	Response
387.1	Regional Transportation	Regional Airports	....If Massport needs more airplanes coming into the area, let them move out to Hanscom Field and expand there or some other place not as densely populated as Somerville and the greater Boston urban area....	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p>

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOE file number. There may be other identifying numbers, but the EOE file number is the one which must be used.

Comments not referring to the EOE file number may not be considered.

LETTER 388

All comments must be received April 22, 1999

All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOE No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOE #10458 are as follows:

I live in West Roxbury under the flight path of planes using Runway 27. The noise the planes make when wind conditions make the use of Runway 27 necessary, is very disturbing. It is heard from the first thing in the morning until one goes to sleep at night. It diminishes the quality of life. It interrupts television viewing, talking on the telephone and sometimes, even conversations.

I submit that it is an imposition on the communities of Southwest Boston and neighboring towns to construct Runway 14/32 which will triple the air traffic over those areas. The communities affected are densely populated, and it seems to me unfair to further burden those communities with noise and pollution.

388.1

There is an airport at Hanscom Field that is underutilized and could be developed. Fewer homes would be affected.

388.2

It is mainly small aircraft that cause congestion at Logan. I believe that you should experiment with peak time pricing to keep down the volume of air traffic and reduce delays in the short term, and develop a second regional airport as a long term solution.

388.3

Jeanne McGrath

Name Jeanne McGrath

Address 206 Stratford St

West Roxbury MA 02131

Phone 617-327-1479

Letter 388

Joanne McGrath

Private Citizens: West Roxbury

Code	Topic 1	Topic 2	Comment	Response
388.1	Alternatives	Runway 14/32	...Runway 14/32...will triple the air traffic over [the communities of Southwest Boston]...The communities affected are densely populated, and it seems to me unfair to further burden those communities with noise and pollution.	<p>Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with the High Regional Jet Fleet, while increasing the population exposed to Day-Night Sound Level values greater than 65 dB by two percent, zero percent, and three percent for these three fleet scenarios, respectively.</p> <p>Refer to Section 6.2 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR.</p>
388.2	Regional Transportation	Regional Airports	There is an airport at Hanscom Field that is underutilized and could be developed. Fewer homes would be affected.	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p>

Code	Topic 1	Topic 2	Comment	Response
388.3	Alternatives	Peak Period Pricing	....you should experiment with peak time pricing to keep down the volume of air traffic and reduce delays in the short term,...	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR contain an analysis of PPP as a demand management alternative at Logan Airport. The analysis indicates that PPP is an effective option when airlines schedule beyond the normal hourly operating capacity of the airport, and provides an assessment of the extent of the benefits from PPP under such circumstances. See Section 4.5 of the Supplemental DEIS/FEIR.

LETTER 389

178 Perham Street
West Roxbury, MA 02132
617.327.9369Arthur Pugsley
Exec. Office of Environmental Affairs
Attn: M.E.P.A. file #10458
100 Cambridge St. 20th floor
Boston, Mass. 02202

4-14-99

Dear Mr. Pugsley,

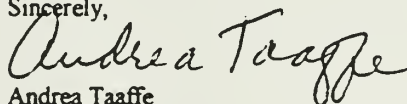
I am writing to you as a resident of the West Roxbury section of the city of Boston and as an environmental educator who works with urban school children.

As a resident I oppose the proposed new runway for the following reasons which affect my, my family's and my community's quality of life.

1. Currently planes dump fuel before landing over my home even though this is not supposed to happen. You might ask how I know this. I work at home and often take a break by going into my yard. It is during these times that I smell airplane fuel, a smell familiar to me from my numerous trips to airports. At first I thought it could be from a truck but no trucks were in the area. I would then look up and notice that a plane had just flown over. Thus I came to this conclusion. Because of this experience I have no faith in Massport's ability to enforce regulations which affect our environment. It appears to me that the public is told whatever they need to hear and then it is business as usual. 389.1
2. I use Forest Hills Cemetery in Jamaica Plain and Franklin Park in Dorchester as outdoor classrooms for environmental education for students from the Boston Public Schools and private schools. Often the roar of planes overhead mars their experience. We must stop what we are doing and wait until the noise stops. These children live in the city where this type of education is so important. Many of them do not have access to the environment other than these experiences. The new runway would only make this problem worse. Do not these children have the right to enjoy the quiet of nature like many of their suburban counterparts? They have a right to hear birds sing and listen to the rustle of leaves. By learning about the environment these students will become the caretakers of our urban centers during the twenty first century. Please do not take away their future. 389.2

I urge you not to approve the building of the new runway. I feel that planes should be diverted to Hanscom Field. Yes, problems exist with access to this field but I believe our planners at Massport could work out a solution if they were committed to this approach. Other major cities have airports along the inner beltway in addition to the core of the city. The burden of air traffic needs to be spread out throughout Eastern Massachusetts. 389.3

Sincerely,


Andrea Taaffe

Letter 389

Andrea Taaffe

Private Citizens: West Roxbury

Code	Topic 1	Topic 2	Comment	Response
389.1	Air Quality	Emissions	<p>...I oppose the proposed new runway [because]:</p> <p>1. Currently planes dump fuel before landing over my home....</p>	Fuel dumping (dropping) typically occurs only in aircraft emergencies. Air traffic control makes every effort to direct the pilot away from residential and other populated areas during this procedure. Notwithstanding the above, the Federal Aviation Administration (FAA) requirements allow fuel dumping at or above an altitude of 2,000 feet. This distance above ground allows much of the fuel to evaporate and disperse. Thus, emergency fuel dumping should have little or no impact on human health and welfare.
389.2	Noise	Impacts	<p>...I oppose the proposed new runway [because]:</p> <p>2. ....The new runway would only make...[noise over Franklin Park] worse....</p>	The Supplemental DEIS/FEIR contains additional analysis of the project relative to parklands. As depicted in Figure 6.3-4 of the Supplemental DEIS/FEIR, the Arnold Arboretum, Emerald Necklace, and Franklin Park are well outside the 65 dB DNL noise contour associated with the Preferred Alternative. Therefore, the Airside Project will have no impact on these parklands. In addition, the Boston Harbor Islands, while within the No Action Alternative 65 dB DNL noise contour, will have no noise increase under the Preferred Alternative. Refer to Section 6.3 of the Supplemental DEIS/FEIR for additional discussion of parklands.
389.3	Regional Transportation	Regional Airports	....The burden of air traffic needs to be spread out throughout eastern Massachusetts.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

Ronald A. Fama
11 St. Anne Road
E. Weymouth, MA 02189
(781) 340-0386

April 22, 1999

Secretary of Environmental Affairs
ATT; Mr. Arthur Pugsley
MEPA Office – EOEA-NO 10458
100 Cambridge Street – 20th Floor
Boston, MA 02202

Dear Mr. Pugsley:

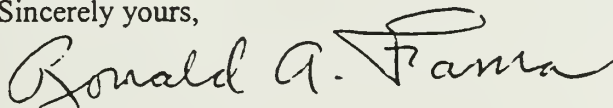
The enclosed documentation represents an example of the abuse sustained by East Weymouth and the South Shore in general. There is no reason to believe that a new runway will not exacerbate an already intolerable condition.

390.1

I will contact your office with more complete data and information but I just wanted to give you some idea of the battering and degraded citizenship we now endure. Something must be done to alleviate the current suffering and I urge you to interfere in any way possible to stop the proposed additional runway 14-33. I will be in contact with you as soon as possible. Feel free to contact me at the above telephone number.

Thank you.

Sincerely yours,



Ronald A. Fama

RAF:jmf

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time:

03:30 on 26 Mar 99 to
03:30 on 26 Mar 99

Conditions:

Wind Direction:	290 deg	Wind Speed:	7 Knots
Ceiling:	25000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	4R

3:30 AM

Complaint Description: Planes are flying overhead 15 minutes apart on a regular schedule.

Massport Report of Investigation: You are affected by jet arrivals on Runway 33L, in use with westerly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 00:21 on 25 Mar 99 to
00:21 on 25 Mar 99

Conditions:

Wind Direction:	320 deg	Wind Speed:	8 Knots
Ceiling:	4400 Ft	Visibility:	6.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	22R - 22L

Complaint Description: There is too much aircraft noise.

Massport Report of Investigation: You are affected by jet departures from Logan's Runway 22R, in use with northwesterly winds and moderate air traffic demand. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Dino/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 23:06 on 26 Mar 99 to
23:06 on 26 Mar 99

Conditions:

Wind Direction:	0 deg	Wind Speed:	0 Knots
Ceiling:	25000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	27 - 33L

Complaint Description: There is too much aircraft noise.

Massport Report of Investigation: You are affected by jet arrivals on Runway 33L, in use with moderate air traffic demand. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 00:42 on 19 Mar 99 to
00:42 on 19 Mar 99

Conditions:

Wind Direction:	250 deg	Wind Speed:	15 Knots
Ceiling:	10000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	22R - 22L

Complaint Description: There is too much aircraft noise.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with strong westerly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 23:57 on 18 Mar 99 to
23:57 on 18 Mar 99

Conditions:

Wind Direction:	270 deg	Wind Speed:	16 Knots
Ceiling:	10000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	27 - 33L

Complaint Description: There is too much aircraft noise.

Massport Report of Investigation: You were affected by a B757 that arrived on Runway 33L. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time:

03:52 on 19 Aug 98 to
03:52 on 19 Aug 98

Conditions:

Wind Direction:	350 deg	Wind Speed:	8 Knots
Ceiling:	4100 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L
Departures:	15R

Complaint Description: I was blasted out of bed.

Massport Report of Investigation: You were affected by an A300 which arrived on Logan's Runway 33L, in use with northerly winds. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 01:15 on 03 Nov 98 to
01:15 on 03 Nov 98

Conditions:

Wind Direction:	290 deg	Wind Speed:	12 Knots
Ceiling:	4800 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	22R - 22L

Complaint Description: I heard an aircraft at 1:15 am. It woke me up. Please identify and send 5 copies.

Massport Report of Investigation: You were affected by a DC8 which departed from Logan's Runway 22R. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama Telephone: 781-340-0386
11 St Anne Road
Weymouth, MA 02189

Disturbance Date and Time: 00:19 on 10 Apr 99 to
 00:19 on 10 Apr 99

Conditions:

Wind Direction:	0 deg	Wind Speed:	12 Knots
Ceiling:	3300 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L
Departures:	15R

Complaint Description: There is too much aircraft noise. Send a copy to the Selectman.

Massport Report of Investigation: You are affected by jet arrivals on Runway 33L, in use with strong northerly winds. A copy of this complaint has been sent to your Selectman as you requested.

Massport Reporter: Dino/NAO

Send Copy: No

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386


Disturbance Date and Time: 18:50 on 31 Mar 99 to
18:50 on 31 Mar 99

Conditions:

Wind Direction:	300 deg	Wind Speed:	10 Knots
Ceiling:	35000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 33L - 33R
Departures: 27 - 33L



Complaint Description: There is too much aircraft noise. I want a log from 5 to 7 am, including the altitudes.

Massport Report of Investigation: You are affected by jet arrivals on Runway 33L, in use with northwesterly winds. The information you requested has been enclosed.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

Very serious!
*(do we have civil
rights?)*

OAG Departures

For: Boston Logan International



Date Printed:

April 16, 1999

Time:

09:27:58

Report Conditions

Days of Operation is like %3%

Effective Date is <= 31 Mar 99

Discontinue Date is >= 31 Mar 99

Departure Time is between 05:00:00,07:00:00

Departure Time	diagraph name	Flight Number	Model Type
05:40	DL	6913	J41
05:50	DL	561	767
05:55	TW	203	M80
06:00	CO	341	M80
06:00	DL	1965	757
06:00	DL	6350	SF3
06:00	HP	40	320
06:00	NW	719	757
06:00	US	1189	733
06:00	US	421	733
06:05	AA	1011	M80
06:05	UA	589	735
06:09	UA	787	319
06:10	CA	8103	757
06:10	CO	1737	733
06:10	DL	1200	M80
06:10	NW	1191	757
06:15	AA	1711	AB6
06:15	US	306	734
06:16	AA	2329	757
06:20	US	1104	734
06:25	CP	5937	100
06:30	AA	4936	SF3
06:30	CO	339	M80
06:30	DL	1821	72S
06:30	UA	4699	J41
06:30	US	1854	734
06:30	US	29	757
06:30	US	6171	72S
06:30	W9	501	73S

*Twenty to
20x - AM7!*

Departure Time	diagraph name	Flight Number	Model Type
06:40	FL	343	D9S
06:40	US	267	733
06:40	YX	202	DC9
06:45	UA	1017	319
06:45	US	333	M80
06:50	FL	361	D9S
06:50	UA	199	757
06:50	UA	7159	J41
06:55	JI	3	320
06:55	US	4600	BE1
07:00	AA	1923	757
07:00	CO	343	M80
07:00	CP	2151	F28
07:00	DL	2451	73S
07:00	DL	3969	CRJ
07:00	DL	565	757
07:00	DL	6355	SF3
07:00	DL	6409	SF3
07:00	HP	821	320
07:00	NW	9355	SF3
07:00	NW	9409	SF3
07:00	UA	169	757
07:00	US	1256	757
07:00	US	1924	733
07:00	US	6161	72S

OAG Arrivals**For: Boston Logan International**

Date Printed: April 16, 1999

Time: 09:27:10

Report Conditions

Days of Operation is like %3%

Effective Date is <= 31 Mar 99

Discontinue Date is >= 31 Mar 99

Destination Airport is = BOS

Arrival Time is between 05:00:00,07:00:00

Arrival Time	diagraph name	Flight Number	Model Type
05:09	W0	150	D9F
05:49	5X	16	D8F
05:57	5X	14	75F
06:02	AA	138	757
06:04	HP	826	320
06:09	W0	390	D8F
06:26	UA	182	762
06:27	AA	192	757
06:27	CI	904	757
06:27	ER	449	72F
06:28	NZ	4806	757
06:28	UA	168	757
06:30	AA	6409	SF3
06:35	AA	6413	SF3
06:35	US	4600	BE1
06:40	AA	198	757
06:40	CI	912	757
06:50	9K	702	CNA
06:50	CO	4770	BE1
06:50	US	5268	BE1
07:00	1K	750	72F
07:00	US	5312	BE1

77 planes!

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 01:15 on 03 Nov 98 to
01:15 on 03 Nov 98

Conditions:

Wind Direction:	290 deg	Wind Speed:	12 Knots
Ceiling:	4800 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	22R - 22L

Complaint Description: I heard an aircraft at 1:15 am. It woke me up. Please identify and send 5 copies.

Massport Report of Investigation: You were affected by a DC8 which departed from Logan's Runway 22R. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 00:04 on 04 Nov 98 to
00:04 on 04 Nov 98

Conditions:

Wind Direction:	290 deg	Wind Speed:	5 Knots
Ceiling:	4400 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	33L - 33R
Departures:	22R - 22L

Complaint Description: The children are being awakened at 12:06 am. The FAA is using the wrong runway configuration at this time.

Massport Report of Investigation: You are affected by jet departures from Logan's Runway 22R, in use with westerly winds. A change in runway configuration occurred at 12:30 am.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

IS THIS
THE
U.S.A.?

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 19:30 on 30 Oct 98 to
19:30 on 30 Oct 98

Conditions:

Wind Direction: 310 deg Wind Speed: 17 Knots
Ceiling: 7500 Ft Visibility: 10.0 Miles

Runways in Use:

Arrivals: 33L - 33R
Departures: 27 - 33L

*right over our
sleeping children!*

Complaint Description: There was constant noise last night between midnight and 1 am.

Massport Report of Investigation: You are affected by jet arrivals to Logan's Runway 33L, in use from midnight to 5:55 am with strong northwesterly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

*all This is
night!*

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama Telephone: 781-340-0386
11 St Anne Road
Weymouth, MA 02189

Disturbance Date and Time: 20:09 on 01 Apr 99 to
 20:09 on 01 Apr 99

Conditions:

Wind Direction:	90 deg	Wind Speed:	3 Knots
Ceiling:	9000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	9-4R-4L

Complaint Description: They are driving us nuts.

Massport Report of Investigation: You are affected by jet departures on Runway 9 and jet arrivals to Runway 4R. A change of runway configuration occurred at midnight.

Massport Reporter: Arduino (Parravano/NAG)

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 18:50 on 31 Mar 99 to
18:50 on 31 Mar 99

Conditions:

Wind Direction: 300 deg Wind Speed: 10 Knots
Ceiling: 35000 Ft Visibility: 10.0 Miles

Runways in Use:

Arrivals: 33L - 33R
Departures: 27 - 33L

Complaint Description: There is too much aircraft noise. I want a log from 5 to 7 pm, including the altitudes.

Massport Report of Investigation: You are affected by jet arrivals on Runway 33L, in use with northwesterly winds. The information you requested has been enclosed.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

*This will give you
some idea of the
saturation, and the
burden it causes*

OAG Arrivals**For: Boston Logan International**

Date Printed: April 6, 1999

Time: 14:00:16

**Report Conditions**

Days of Operation is like %3%

Effective Date is <= 31 Mar 99

Discontinue Date is >= 31 Mar 99

Destination Airport is = BOS

Arrival Time is between 17:00:00,19:00:00

1000

Arrival Time	diagraph name	Flight Number	Model Type/Runway	FAR Stage/Tail Number
17:00	AF	322	763	Stage 3
17:00	DL	8258	763	Stage 3
17:00	US	225	D93	Stage 2
17:02	W0	1106	D9F	Stage 2
17:03	AA	984	AB6	Stage 3
17:04	EB	314	D8F	
17:04	UA	7294	J31	
17:05	UA	112	319	Stage 3
17:09	AC	386	CRJ	Stage 3
17:09	UA	3118	CRJ	Stage 3
17:10	DL	342	M80	Stage 3
17:10	FI	633	757	Stage 3
17:10	UA	7638	J41	
17:11	US	6090	72S	
17:12	AA	1356	M80	Stage 3
17:14	US	531	733	Stage 3
17:15	BA	215	747	Stage 3
17:15	CO	4856	BE1	
17:15	US	4507	BE1	
17:17	NW	20	D10	Stage 3
17:20	AA	226	757	Stage 3
17:25	CO	360	M80	Stage 3
17:25	TW	7724	J41	
17:25	US	4586	BE1	
17:25	US	774	734	Stage 3
17:26	US	1488	733	Stage 3
17:30	DL	2514	73S	Stage 2
17:30	DL	6924	J41	

Arrival Time	diagraph name	Flight Number	Model Type/Runway	FAR Stage/Tail Number
17:30	UA	4724	J41	
17:31	FL	962	73S	Stage 2
17:35	DL	1840	72S	
17:35	UA	174	762	Stage 3
17:39	US	76	757	Stage 3
17:40	US	5307	BE1	
17:45	US	1264	D93	Stage 2
17:48	HP	67	319	Stage 3
17:49	AA	1782	100	Stage 3
17:49	CP	5926	100	Stage 3
17:50	US	5422	BE1	
17:55	CO	330	M80	Stage 3
17:55	OK	4054	M80	Stage 3
17:59	KL	6802	320	Stage 3
17:59	NW	802	320	Stage 3
18:00	AC	8846	DH1	
18:00	UA	3488	DH1	
18:00	UA	518	72S	
18:00	US	5335	BE1	
18:01	US	377	M80	Stage 3
18:03	AM	5109	M80	Stage 3
18:03	DL	1094	M80	Stage 3
18:03	SR	8333	M88	Stage 3
18:05	US	4524	BE1	
18:07	CO	422	M80	Stage 3
18:08	AM	5040	767	Stage 3
18:08	DL	2040	767	Stage 3
18:10	US	4547	BE1	
18:10	YX	53	D9S	Stage 2
18:13	AA	1372	738	Stage 3
18:15	AA	6582	F28	Stage 2
18:15	CP	2152	F28	Stage 2
18:15	DL	2356	73S	Stage 2
18:17	US	6100	72S	
18:20	US	5816	CRJ	Stage 3
18:21	US	245	733	Stage 3
18:22	DL	210	763	Stage 3
18:26	KL	6038	757	Stage 3
18:26	NW	38	757	Stage 3
18:27	UA	1200	757	Stage 3
18:28	US	868	100	Stage 3
18:30	US	3847	DH8	

Arrival Time	diagraph name	Flight Number	Model Type/Runway	FAR Stage/Tail Number
18:30	US	4682	BE1	
18:30	US	5392	BE1	
18:32	FL	298	D9S	Stage 2
18:32	UA	272	72S	
18:35	5X	2016	D8F	
18:35	AC	8762	DH1	
18:35	DL	1842	72S	
18:35	UA	3498	DH1	
18:35	US	5318	BE1	
18:37	US	392	D93	Stage 2
18:41	TW	730	M80	Stage 3
18:44	AC	388	CRJ	Stage 3
18:44	UA	3062	CRJ	Stage 3
18:45	AA	1508	100	Stage 3
18:45	IB	7105	100	Stage 3
18:50	CO	4777	BE1	
18:50	DL	2502	73S	Stage 2
18:52	US	730	733	Stage 3
18:54	AA	654	M80	Stage 3
18:54	GU	2002	M80	Stage 3
18:54	TA	2002	M80	Stage 3
18:55	US	4631	BE1	
18:55	US	4645	BE1	
18:55	YX	207	D9S	Stage 2
18:59	DL	1866	M80	Stage 3
18:59	OS	8122	M80	Stage 3
18:59	SN	8122	M80	Stage 3
18:59	TP	200	M80	Stage 3
18:59	UA	520	735	Stage 3
19:00	US	987	733	Stage 3

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 01:47 on 10 Mar 99 to
01:47 on 10 Mar 99

Conditions:

Wind Direction: 320 deg Wind Speed: 11 Knots
Ceiling: 16000 Ft Visibility: 10.0 Miles

Runways in Use:

Arrivals: 33L - 33R
Departures: 4R

Complaint Description: I am requesting the aircraft logs from 10 pm on 3/9 until 7 am on 3/10.

Massport Report of Investigation: The information you requested has been attached. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

AM
*They turn over us
all times
(under power)*
*This is how
we are forced to
live*

OAG Arrivals**For: Boston Logan International**

Date Printed:

March 11, 1999

Time:

13:54:27

**Report Conditions**

Days of Operation is like %2%

Effective Date is <= 09 Mar 99

Discontinue Date is >= 09 Mar 99

Destination Airport is = BOS

Arrival Time is between 22:00:00,23:59:00

1000

Arrival Time	diagraph name	Flight Number	Model Type/Runway
22:00	US	1146	733
22:05	DL	2322	73S
22:05	DL	2598	73S
22:05	JI	9	320
22:06	UA	7512	J41
22:07	KL	6568	757
22:07	NW	568	757
22:09	DL	404	767
22:20	YX	208	DC9
22:24	US	695	733
22:26	DL	1850	72S
22:26	US	1506	M80
22:30	DL	2442	73S
22:31	UA	358	319
22:32	AA	988	AB6
22:35	DL	6912	J41
22:35	UA	4712	J41
22:36	HP	2824	320
22:38	FL	368	D9S
22:38	TW	152	M80
22:39	US	2672	73M
22:42	AC	810	319
22:42	UA	3240	319
22:44	US	38	757
22:45	DL	2460	73S
22:47	US	66	757
22:50	AA	592	100
22:55	US	6150	72S

Arrival Time	diagraph name	Flight Number	Model Type/Runway
22:58	AA	1078	M80
22:59	KL	6441	757
22:59	NW	441	757
23:00	CO	1900	733
23:02	US	1646	M80
23:03	DL	1898	757
23:06	UA	911	319
23:16	CO	340	M80
23:37	UA	184	757
23:41	NZ	4810	757
23:41	UA	166	757
23:46	CO	426	M80
23:48	AA	194	757
23:49	AA	148	757
23:52	UA	1018	757
23:52	US	1732	734
23:59	DL	1530	M80
23:59	DL	238	757
23:59	HP	2064	320
23:59	JM	4238	757

Number of Records = 48

+34 + planar

82

///

OAG Arrivals

For: Boston Logan International



Date Printed:

March 11, 1999

Time:

13:48:16

Report Conditions

Days of Operation is like %3%

Effective Date is <= 10 Mar 99

Discontinue Date is >= 10 Mar 99

Destination Airport is = BOS

Arrival Time is between 00:00:00,07:00:00

1000

Arrival Time	diagraph name	Flight Number	Model Type/Runway
00:01	AA	2352	757
00:01	CP	5365	757
00:19	UA	710	319
00:38	DL	1704	757
00:39	US	1170	734
00:45	UA	180	319
00:55	AA	1228	M80
01:04	TW	184	M80
01:13	KL	6354	757
01:13	NW	354	757
04:38	5X	18	D8F
05:09	W0	150	D9F
05:49	5X	16	D8F
05:57	5X	14	75F
06:02	AA	138	757
06:04	HP	826	320
06:09	W0	390	D8F
06:26	UA	182	762
06:27	AA	192	757
06:27	CI	904	757
06:27	ER	449	72F
06:28	NZ	4806	757
06:28	UA	168	757
06:30	AA	6409	SF3
06:30	NW	9409	SF3
06:35	AA	6413	SF3
06:35	NW	9413	SF3
06:35	US	4600	BE1

Arrival Time	diagraph name	Flight Number	Model Type/Runway
06:40	AA	198	757
06:40	CI	912	757
06:50	CO	4770	BE1
06:50	US	5268	BE1
07:00	1K	750	72F
07:00	US	5312	BE1

Number of Records = 34

is this the
 is a S.A.
 brain-dead
 breed

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 23:04 on 09 Mar 99 to
23:04 on 09 Mar 99

Conditions:

Wind Direction:	320 deg	Wind Speed:	12 Knots
Ceiling:	20000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	4R - 4L

Complaint Description: The aircraft noise is excessive.

Massport Report of Investigation: You are affected by jet arrivals on Runway 4R, in use with strong northwesterly winds. A change of runway configuration occurred at 2 am.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

2 AM !

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time:

23:05 on 04 Mar 99 to
23:05 on 04 Mar 99

Conditions:

Wind Direction:

270 deg

Wind Speed:

20 Knots

Ceiling:

5000 Ft

Visibility:

10.0 Miles

Runways in Use:

Arrivals:

27 - 22L

Departures:

22R - 22L

3 at once!

Complaint Description: The aircraft are flying at the wrong time.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with strong westerly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

Criminal
noise levels
70-90
DB!

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 22:24 on 03 Mar 99 to
22:24 on 03 Mar 99

Conditions:

Wind Direction:	130 deg	Wind Speed:	11 Knots
Ceiling:	1300 Ft	Visibility:	2.5 Miles

Runways in Use:

Arrivals: 15R-9-15L
Departures: 9-15R

Complaint Description: Too much noise from Runway 9 departures.

Massport Report of Investigation: You are affected by jet departures on Runway 9, in use with strong southeasterly winds. A change of runway configuration occurred at midnight.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

departures

UPS
FEDEX
etc.

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 21:45 on 16 Mar 99 to
21:45 on 16 Mar 99

Conditions:

Wind Direction: 230 deg
Ceiling: 9000 Ft

Wind Speed: 9 Knots
Visibility: 10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: The aircraft noise is too loud.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with southwesterly winds. A change of runway configuration occurred at 12:05 am.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

departures!

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 00:24 on 15 Mar 99 to
00:24 on 15 Mar 99

Conditions:

Wind Direction:	80 deg	Wind Speed:	11 Knots
Ceiling:	1500 Ft	Visibility:	1.5 Miles

Runways in Use:

Arrivals: 4R - 4L
Departures: 15R

Complaint Description: The aircraft flying over Weymouth are waking up the children.

Massport Report of Investigation: You are affected by jet arrivals on Runway 4R, in use with strong easterly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 23:09 on 01 Mar 99 to
23:09 on 01 Mar 99

Conditions:

Wind Direction: 230 deg Wind Speed: 15 Knots
Ceiling: 1500 Ft Visibility: 10.0 Miles

Runways in Use:

Arrivals: 22L - 22R
Departures: 22R - 22L

Complaint Description: Please call the Tower. This has to stop!
I am also requesting the altitude of planes flying over the
coastline.

Massport Report of Investigation: Between 11 and 11:40 pm, there
were four planes which departed to the south from Runway 22R. Two
were at about 6000 ft, one at about 8000, and one at about 9000
feet when crossing the coastline. The FAA has been notified of
your concerns, as requested.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

2 out of 4
low
file
5000. 7 4500?

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 08:15 on 02 Mar 99 to
08:15 on 02 Mar 99

Conditions:

Wind Direction:	250 deg	Wind Speed:	12 Knots
Ceiling:	7500 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: Over the past two hours, aircraft have been crossing over the coastline at too low of an altitude. The vibrations can be felt through my double pane windows. Please advise the FAA.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with strong westerly winds. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 06:55 on 31 Mar 99 to
06:55 on 31 Mar 99

Conditions:

Wind Direction:	240 deg	Wind Speed:	10 Knots
Ceiling:	20000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: There was excessive noise between 5 and 7 am. I'd like to have a copy of the flight logs. Something landed around 2 am and woke up my family.

Massport Report of Investigation: You were affected by an MU2 that arrived on Logan's Runway 33L. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

I Got
NO
LOGS

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 15:14 on 01 Apr 99 to
15:14 on 01 Apr 99

Conditions:

Wind Direction:	80 deg	Wind Speed:	9 Knots
Ceiling:	8000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	9-4R-4L

Complaint Description: The Runway 9 departures are too low, too loud, and they are criss crossing with the 4R arrivals right over the same piece of land.

Massport Report of Investigation: The FAA has been notified of your observations and concerns by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 21:02 on 09 Apr 99 to
21:02 on 09 Apr 99

Conditions:

Wind Direction:	120 deg	Wind Speed:	8 Knots
Ceiling:	8000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	9-4R-4L

Complaint Description: There is too much noise.

Massport Report of Investigation: You are affected by jet arrivals to Logan's Runway 4R, in use with southeasterly winds and high air traffic demand. A change of runway configuration occurred at 12:15 am.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 781-340-0386

Disturbance Date and Time: 07:10 on 14 Apr 99 to
07:10 on 14 Apr 99

Conditions:

Wind Direction:	280 deg	Wind Speed:	10 Knots
Ceiling:	7000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

3 planes at 7:30!

Complaint Description: I was disturbed by aircraft landings all night long. There has been serious noise from Runway 22 departures this morning before 7 am. Aircraft are flying too low, and below 6,000 feet. I am requesting logs and altitudes from 5:45 to 7:30.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with westerly winds and high air traffic demand. A change of runway configuration occurred at 9 am. The information you requested has been enclosed.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

OAG Departures**For: Boston Logan International**

Date Printed:

April 16, 1999

Time:

13:02:14

**Report Conditions**

Days of Operation is like %3%

Effective Date is <= 14 Apr 99

Discontinue Date is >= 14 Apr 99

Departure Time is between 05:45:00,07:30:00

Departure Time	diagraph name	Flight Number	Model Type
05:50	DL	561	767
05:55	TW	203	M80
06:00	CO	341	M80
06:00	DL	1965	757
06:00	DL	6350	SF3
06:00	HP	40	320
06:00	NW	395	320
06:00	UA	1951	735
06:00	UA	501	757
06:00	US	1769	733
06:00	US	421	733
06:05	UA	1215	757
06:10	NW	434	757
06:15	AA	1813	M80
06:15	CO	493	733
06:15	DL	1200	M80
06:15	US	306	734
06:20	US	1104	734
06:25	AA	1337	757
06:25	UA	4699	J41
06:30	AA	4936	SF3
06:30	AA	881	AB6
06:30	CO	339	M80
06:30	CP	5722	SF3
06:30	DL	1821	72S
06:30	US	1854	757
06:30	US	29	757
06:30	US	6171	72S
06:30	W9	409	73S
06:35	AA	1517	100

Departure Time	diagraph name	Flight Number	Model Type
06:35	CP	5937	100
06:40	FL	343	D9S
06:40	US	267	733
06:40	YX	202	DC9
06:45	UA	1017	319
06:45	US	333	M80
06:45	W9	501	73S
06:50	UA	7159	J41
06:55	JI	3	320
07:00	AA	1019	AB6
07:00	AA	1323	757
07:00	AA	6832	F28
07:00	CO	343	M80
07:00	DL	2451	73S
07:00	DL	5643	CRJ
07:00	DL	6355	SF3
07:00	DL	6409	SF3
07:00	HP	819	320
07:00	UA	1953	319
07:00	US	1256	734
07:00	US	1924	733
07:00	US	6161	72S
07:05	UA	169	757
07:10	CO	4831	BE1
07:10	DL	565	757
07:10	US	4640	BE1
07:10	US	5269	BE1
07:10	US	5350	BE1
07:15	9K	703	CNA
07:15	AC	801	319
07:15	DL	915	M80
07:15	UA	171	762
07:15	UA	3229	319
07:15	US	1485	D93
07:20	DL	2545	73S
07:25	US	4596	BE1
07:30	5X	2015	D8F
07:30	AA	1361	100
07:30	AA	1945	M80
07:30	CO	337	M80
07:30	DL	1823	72S
07:30	DL	2439	73S

Departure Time	diagraph name	Flight Number	Model Type
07:30	US	1535	734
07:30	W0	1105	D9F

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama Telephone: 781-340-0386
11 St Anne Road
Weymouth, MA 02189

Disturbance Date and Time: 08:20 on 31 Mar 99 to
 08:20 on 31 Mar 99

Conditions:

Wind Direction:	170 deg	Wind Speed:	5 Knots
Ceiling:	20000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: Departure flights are too low and off course. There is noise pollution well before curfew. I would like the name of the FAA supervisor on duty right now.

Massport Report of Investigation: ou are affected by jet departures on Runway 22R, in use with southerly winds. A change of runway configuration occurred at 10:15 am. The FAA has been notified of your request.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 08:53 on 15 Aug 98 to
08:53 on 15 Aug 98

Conditions:

Wind Direction:	200 deg	Wind Speed:	8 Knots
Ceiling:	4800 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: There is severe pollution and noise. The FAA is ignoring the noise abatement rules and sending aircraft directly over this area since 6:00 am. The FAA should follow procedure.

Massport Report of Investigation: You are affected by jet departures from Logan's Runway 22R, in use with southerly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 20:56 on 14 Aug 98 to .
20:56 on 14 Aug 98

Conditions:

Wind Direction:	200 deg	Wind Speed:	12 Knots
Ceiling:	25000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: There is constant aircraft noise.

Massport Report of Investigation: You are affected by jet departures from Logan's Runway 22R, in use with strong southerly winds. A change in runway configuration occurred at 11:15 pm.

Massport Reporter: Dino/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 00:47 on 27 Jun 98 to
00:47 on 27 Jun 98

Conditions:

Wind Direction:	220 deg	Wind Speed:	3 Knots
Ceiling:	9000 Ft	Visibility:	7.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	15R

Complaint Description: The planes flying over Weymouth woke my family up. Please send three copies.

Massport Report of Investigation: You are affected by jet arrivals to Logan's Runway 4R. A change in runway configuration occurred at 1:25 am. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

*Quater til
2 AM*

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 23:28 on 29 Jun 98 to
23:28 on 29 Jun 98

Conditions:

Wind Direction:	230 deg	Wind Speed:	14 Knots
Ceiling:	1500 Ft	Visibility:	8.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: We are experiencing aircraft noise since 10:30 pm. This is past the curfew. Please send 3 copies.

Massport Report of Investigation: You are affected by departures from Logan's Runway 22R, in use with strong southwesterly winds. A change in runway configuration occurred at 12:50 am.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

10 min tel
1 AM

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 23:17 on 05 Nov 98 to
23:17 on 05 Nov 98

Conditions:

Wind Direction:	350 deg	Wind Speed:	8 Knots
Ceiling:	25000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	9-4R-4L

Complaint Description: The aircraft noise is excessive and at the wrong time.

Massport Report of Investigation: You are affected by jet arrivals to Logan's Runway 4R, in use with northerly winds. A change in runway configuration occurred at midnight.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 20:06 on 05 Nov 98 to
20:06 on 05 Nov 98

Conditions:

Wind Direction:	350 deg	Wind Speed:	9 Knots
Ceiling:	25000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	9-4R-4L

Complaint Description: The aircraft noise is excessive.

Massport Report of Investigation: You are affected by jet arrivals to Logan's Runway 4R, in use with northerly winds. A change in runway configuration occurred at midnight.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 23:45 on 17 Nov 98 to
23:45 on 17 Nov 98

Conditions:

Wind Direction:	350 deg	Wind Speed:	10 Knots
Ceiling:	600 Ft	Visibility:	9.0 Miles

Runways in Use:

Arrivals:	4R - 4L
Departures:	9-4R-4L

Complaint Description: The aircraft noise is at the wrong time.

Massport Report of Investigation: You are affected by jet arrivals on Runway 4R, in use with northerly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

PM

Disturbance Date and Time: 23:00 on 23 Jun 98 to
23:00 on 23 Jun 98

Conditions:

Wind Direction: 220
Ceiling: 1600 OVC

Wind Speed: 9
Visibility: 5

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

*They fly over
the same place!*

Complaint Description: The same group of planes have been flying over for the last month. They are too low. There is noise after 11:00 pm. This is a serious problem.

Massport Report of Investigation: You are affected by departures from Logan's Runway 22, in use with southwesterly winds and high air traffic demand. Runway 15R became the primary departure runway at the time of your call.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time:

06:32 on 23 Jun 98 to
06:32 on 23 Jun 98

Conditions:

Wind Direction: 210 deg Wind Speed: 7 Knots
Ceiling: 800 Ft Visibility: 10.0 Miles

Runways in Use:

Arrivals: 22L - 22R
Departures: 15R - 22L

Complaint Description: The aircraft are taking off at least 1/2 hours before the curfew. Send 3 copies. Attn: Nancy Timmerman.

Massport Report of Investigation: You are affected by departures from Logan's Runway 22L, in use with southeasterly winds. A change in runway configuration occurred at 11:00 am. Also please note that Logan Airport is open 24 hours per day.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time:

00:00 on 20 Jun 98 to
00:00 on 20 Jun 98

Conditions:

Wind Direction: ~~60~~ 70
Ceiling: 100 BKN

Wind Speed: 5
Visibility: 2

Runways in Use:

Arrivals:

Departures:

Complaint Description: I am being awoken by you people. An aircraft flew over my home at midnight.

Massport Report of Investigation: You were affected by an arrival to Logan's Runway 4R. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 23:21 on 30 Jun 98 to
23:21 on 30 Jun 98

Conditions:

Wind Direction:	0 deg	Wind Speed:	0 Knots
Ceiling:	3200 Ft	Visibility:	6.0 Miles

Runways in Use:

Arrivals:	22L - 22R
Departures:	22R - 22L

Complaint Description: The aircraft noise is at the wrong time.

Massport Report of Investigation: You are affected by jet departures from Logan's Runway 22R. A change in runway configuration occurred at midnight.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 07:52 on 27 Jun 98 to
07:52 on 27 Jun 98

Conditions:

Wind Direction:	270 deg	Wind Speed:	12 Knots
Ceiling:	8000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 22L - 22R
Departures: 22R - 22L

Complaint Description: We have serious problems. Since 6 am, the aircraft have been flying low over my home. I was blasted out of bed every few seconds. I have not been receiving my additional copies.

Massport Report of Investigation: You are affected by jet departures from Logan's Runway 22R this morning and arrivals to Logan's Runway 4R last night. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

2
4 planes
at once
2

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 23:22 on 07 Jan 99 to
23:22 on 07 Jan 99

Conditions:

Wind Direction:	300 deg	Wind Speed:	8 Knots
Ceiling:	7500 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: There is aircraft noise after the curfew again. The kids need to sleep. They have to go to school in the morning.

Massport Report of Investigation: You are affected by jet departures on Runway 22R. The airport is open 24 hours per day. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

*They went
all night. it
is not unusual.*

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 09:21 on 11 Jan 99 to
09:21 on 11 Jan 99

Conditions:

Wind Direction:	270 deg	Wind Speed:	11 Knots
Ceiling:	4100 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: I would like a log from 6 am until 9 am this morning. Runway 22R was in use before 7 am.

Massport Report of Investigation: The information you requested is attached. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Ross DiPietro/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief



Date Printed: January 14, 1999

Time: 10:07:54

Report Conditions

Days of Operation is like %1%

Effective Date is <= 11 Jan 99

Discontinue Date is >= 11 Jan 99

Departure Time is between 06:00:00,09:00:00

General Type is = Jet

1000

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
06:00	AM	5965	757	02 Dec 98	01 Jan 00	1234567
06:00	CO	341	M80	15 Dec 98	30 Jan 99	123456
06:00	DL	1965	757	02 Dec 98	01 Jan 00	1234567
06:00	HP	40	320	07 Jan 99	01 Jan 00	123456
06:00	UA	275	757	05 Jan 99	16 Jan 99	1234567
06:00	US	17	757	06 Jan 99	01 Jan 00	123456
06:00	US	421	733	06 Jan 99	01 Jan 00	12345
06:00	US	851	733	07 Jan 99	01 Jan 00	12345
06:05	UA	580	735	06 Jan 99	01 Jan 00	12345
06:08	AA	1011	M80	01 Jan 99	29 Jan 99	12345 7
06:08	CP	6735	M80	01 Jan 99	29 Jan 99	12345 7
06:10	CA	8014	320	01 Dec 98	01 Jan 00	1234567
06:10	CO	1737	733	07 Jan 99	01 Jan 00	123456
06:10	DL	1200	M80	10 Jan 99	01 Jan 00	1234567
06:10	NH	7101	757	04 Jan 99	01 Jan 00	1234567
06:10	NW	1191	757	05 Jan 99	30 Jan 99	1234567
06:10	UA	1497	320	06 Jan 99	01 Jan 00	123456
06:10	US	2274	D93	06 Jan 99	01 Jan 00	12345
06:10	US	29	757	06 Jan 99	01 Jan 00	12345
06:10	W9	936	73S	01 Dec 98	11 Jan 99	1234567
06:15	AA	881	AB3	01 Jan 99	29 Jan 99	12345
06:15	US	306	734	06 Jan 99	22 Jan 99	12345
06:18	AA	2329	757	15 Dec 98	29 Jan 99	12345
06:20	AA	754	M80	11 Jan 99	30 Jan 99	123456
06:20	AA	828	757	15 Dec 98	29 Jan 99	12345
06:20	CP	5937	M80	11 Jan 99	30 Jan 99	123456
06:25	AC	380	CRJ	04 Jan 99	01 Jan 00	123456
06:25	UA	3116	CRJ	04 Jan 99	01 Jan 00	123456

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
06:30	AA	650	M80	15 Dec 98	29 Jan 99	12345
06:30	BR	3102	M80	01 Dec 98	01 Jan 00	12345
06:30	CO	336	M80	26 Oct 98	01 Jan 00	12345
06:30	CO	339	M80	15 Dec 98	01 Jan 00	12345
06:30	DL	1820	72S	04 Jan 99	01 Jan 00	12345
06:30	DL	3967	CRJ	01 Dec 98	01 Jan 00	1234567
06:30	US	1510	D93	06 Jan 99	01 Jan 00	12345
06:30	US	1854	734	07 Jan 99	22 Jan 99	12345
06:30	US	2325	D93	07 Jan 99	01 Jan 00	12345
06:30	US	6170	72S	07 Jan 99	01 Jan 00	12345
06:35	US	5811	CRJ	06 Jan 99	01 Jan 00	12345
06:40	DL	3980	CRJ	01 Dec 98	01 Jan 00	1234567
06:40	DL	934	757	11 Jan 99	16 Jan 99	123456
06:40	FL	343	D9S	01 Jan 99	01 Jan 00	123456
06:40	US	1524	M80	06 Jan 99	22 Jan 99	12345 7
06:40	US	1845	757	06 Jan 99	01 Jan 00	1234567
06:40	YX	202	DC9	04 Jan 99	01 Jan 00	123456
06:45	UA	1017	319	06 Jan 99	01 Jan 00	1234567
06:45	UA	160	757	11 Jan 99	29 Jan 99	123456
06:45	US	333	734	06 Jan 99	01 Jan 00	12345
06:50	AA	6727	320	02 Jan 99	01 Jan 00	1234567
06:50	CP	204	320	02 Jan 99	01 Jan 00	1234567
06:50	FL	361	D9S	02 Nov 98	01 Jan 00	123456
06:50	W9	309	73S	01 Dec 98	11 Jan 99	1234567
06:55	US	1696	M80	06 Jan 99	01 Jan 00	12345
07:00	AA	1923	757	15 Dec 98	29 Jan 99	12345
07:00	AA	196	757	15 Dec 98	30 Jan 99	1234567
07:00	AA	6832	F28	01 Jan 99	01 Jan 00	1234567
07:00	CO	343	M80	15 Dec 98	01 Jan 00	1234567
07:00	CO	38	M80	16 Dec 98	01 Jan 00	12345
07:00	CP	2151	F28	01 Jan 99	01 Jan 00	1234567
07:00	DL	2451	73S	01 Oct 98	01 Jan 00	1234567
07:00	DL	2456	73S	01 Dec 98	01 Jan 00	1234567
07:00	DL	2510	73S	01 Oct 98	01 Jan 00	1234567
07:00	DL	3969	CRJ	01 Dec 98	01 Jan 00	123456
07:00	DL	565	757	01 Dec 98	01 Jan 00	1234567
07:00	HP	821	320	07 Jan 99	01 Jan 00	1234567
07:00	UA	169	762	05 Jan 99	01 Jan 00	1234567
07:00	US	1256	734	05 Jan 99	01 Jan 00	123456
07:00	US	1924	733	06 Jan 99	01 Jan 00	1234567
07:00	US	280	D93	06 Jan 99	01 Jan 00	12345
07:00	US	395	M80	07 Jan 99	01 Jan 00	12345

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
07:00	US	6160	72S	07 Jan 99	01 Jan 00	123456
07:00	YX	43	D9S	04 Jan 99	01 Jan 00	12345
07:01	AA	1019	AB3	01 Jan 99	30 Jan 99	1234567
07:05	AC	800	319	29 Dec 98	01 Jan 00	12345
07:05	JI	3	100	01 Sep 98	01 Jan 00	1234567
07:05	UA	3228	319	29 Dec 98	01 Jan 00	12345
07:05	US	1804	73S	07 Jan 99	01 Jan 00	12345
07:10	DL	198	757	02 Dec 98	01 Jan 00	1234567
07:10	DL	915	M80	02 Dec 98	01 Jan 00	12345 7
07:10	JI	650	100	01 Oct 98	01 Jan 00	123456
07:10	UA	170	757	05 Jan 99	01 Jan 00	1234567
07:10	UA	171	762	05 Jan 99	01 Jan 00	1234567
07:15	AC	801	319	04 Jan 99	01 Jan 00	12345
07:15	CA	8013	757	01 Dec 98	01 Jan 00	12345 7
07:15	NW	348	757	05 Jan 99	30 Jan 99	1234567
07:15	UA	3229	319	04 Jan 99	01 Jan 00	12345
07:15	US	1485	D93	06 Jan 99	01 Jan 00	12345
07:20	DL	1224	757	01 Dec 98	01 Jan 00	1234567
07:20	NW	380	72S	06 Jan 99	30 Jan 99	1234567
07:21	AA	807	100	15 Dec 98	30 Jan 99	123456
07:21	CP	5923	100	11 Jan 99	30 Jan 99	1234567
07:29	AA	769	M80	06 Jan 99	29 Jan 99	12345
07:30	AA	108	757	05 Jan 99	30 Jan 99	1234567
07:30	CO	337	M80	15 Dec 98	01 Jan 00	12345
07:30	CO	370	M80	15 Dec 98	01 Jan 00	12345
07:30	DL	1822	72S	02 Jan 99	01 Jan 00	123456
07:30	DL	2545	73S	01 Dec 98	01 Jan 00	1234567
07:30	DL	752	M80	01 Dec 98	01 Jan 00	1234567
07:30	US	1535	734	10 Nov 98	01 Jan 00	1234567
07:30	US	1698	100	06 Jan 99	01 Jan 00	123456
07:30	US	68	757	07 Jan 99	01 Jan 00	1234567
07:35	AA	596	AB3	15 Dec 98	29 Jan 99	12345
07:35	SA	7301	AB3	01 Jan 99	30 Jan 99	1234567
07:38	CO	1222	M80	07 Jan 99	29 Jan 99	12345
07:40	DL	1184	72S	01 Dec 98	01 Jan 00	1234567
07:40	DL	2439	73S	01 Oct 98	01 Jan 00	1234567
07:40	FL	360	D9S	02 Nov 98	01 Jan 00	123456
07:42	CO	233	M80	15 Dec 98	01 Jan 00	1234567
07:44	UA	504	72S	05 Jan 99	01 Jan 00	12345
07:45	AA	129	757	05 Jan 99	30 Jan 99	1234567
07:45	AA	146	757	06 Jan 99	30 Jan 99	1234567
07:45	KL	6723	757	05 Jan 99	30 Jan 99	1234567

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama Telephone: 340-0386
11 St Anne Road
Weymouth, MA 02189

Disturbance Date and Time: 20:10 on 19 Jan 99 to
 20:10 on 19 Jan 99

Conditions:

Wind Direction:	260 deg	Wind Speed:	15 Knots
Ceiling:	4800 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: There is too much aircraft noise.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with strong westerly winds. A change of runway configuration occurred at midnight.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
07:45	NW	723	757	05 Jan 99	30 Jan 99	1234567
07:45	UA	505	72S	06 Jan 99	01 Jan 00	1234567
07:45	UA	988	735	06 Jan 99	01 Jan 00	1234567
07:45	US	520	M80	06 Jan 99	01 Jan 00	12345
07:45	W9	385	73S	01 Dec 98	11 Jan 99	1234567
07:50	UA	1031	757	05 Jan 99	01 Jan 00	1234567
07:50	US	299	734	06 Jan 99	22 Jan 99	12345 7
07:50	YX	203	D9S	04 Jan 99	01 Jan 00	12345
07:54	TW	192	M80	02 Jan 99	01 Jan 00	1234567
07:57	CO	1818	733	07 Jan 99	01 Jan 00	12345
08:00	AA	1547	M80	15 Dec 98	30 Jan 99	1234567
08:00	AA	195	757	15 Dec 98	30 Jan 99	1234567
08:00	CI	903	757	05 Jan 99	30 Jan 99	1234567
08:00	CO	345	M80	15 Dec 98	01 Jan 00	12345
08:00	DL	2314	73S	01 Dec 98	01 Jan 00	1234567
08:00	DL	2503	73S	01 Oct 98	01 Jan 00	1234567
08:00	UA	172	757	05 Jan 99	01 Jan 00	1234567
08:00	UA	178	320	10 Jan 99	29 Jan 99	1234567
08:00	US	358	D93	06 Jan 99	01 Jan 00	1234567
08:00	US	373	100	07 Jan 99	01 Jan 00	12345
08:00	US	6001	72S	07 Jan 99	01 Jan 00	123456
08:01	LH	6589	727	05 Jan 99	01 Jan 00	1234567
08:01	UA	1762	72S	05 Jan 99	01 Jan 00	1234567
08:04	AA	1038	M80	06 Jan 99	29 Jan 99	12345
08:05	AC	381	CRJ	04 Jan 99	01 Jan 00	123456
08:05	UA	3143	CRJ	04 Jan 99	01 Jan 00	123456
08:05	UA	837	757	05 Jan 99	01 Jan 00	1234567
08:05	US	1181	733	06 Jan 99	22 Jan 99	12345 7
08:05	US	2673	73M	06 Jan 99	01 Jan 00	1234567
08:05	W9	936	73S	01 Dec 98	11 Jan 99	1234567
08:10	AS	5095	757	05 Jan 99	30 Jan 99	1234567
08:10	DL	323	757	01 Dec 98	01 Jan 00	1234567
08:10	DL	464	L10	01 Dec 98	01 Jan 00	1234567
08:10	FL	292	D9S	02 Nov 98	01 Jan 00	123456
08:10	HP	2643	320	08 Jan 99	01 Jan 00	1234567
08:10	NW	95	757	05 Jan 99	30 Jan 99	1234567
08:10	UA	1208	757	05 Jan 99	01 Jan 00	123456
08:10	US	28	757	07 Jan 99	01 Jan 00	123456
08:11	AA	1679	M80	06 Jan 99	29 Jan 99	12345
08:15	AA	11	757	05 Jan 99	30 Jan 99	1234567
08:15	DL	433	763	01 Dec 98	01 Jan 00	1234567
08:15	NW	388	D95	05 Jan 99	30 Jan 99	1234567

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
08:15	TW	751	M80	17 Dec 98	01 Jan 00	1234567
08:15	US	238	D93	06 Jan 99	01 Jan 00	1234567
08:15	US	241	733	07 Jan 99	01 Jan 00	12345 7
08:15	US	52	757	07 Jan 99	01 Jan 00	123456
08:25	W9	550	73S	01 Dec 98	11 Jan 99	1234567
08:30	CO	344	M80	15 Dec 98	01 Jan 00	123456
08:30	DL	1824	72S	01 Dec 98	01 Jan 00	1234567
08:30	HP	61	319	07 Jan 99	01 Jan 00	123456
08:30	UA	233	319	05 Jan 99	01 Jan 00	123456
08:30	US	1021	733	06 Jan 99	01 Jan 00	1234567
08:30	US	1670	D93	06 Jan 99	01 Jan 00	12345 7
08:30	US	1914	D93	06 Jan 99	01 Jan 00	1234567
08:40	DL	2433	73S	02 Dec 98	01 Jan 00	1234567
08:40	DL	350	L10	02 Dec 98	01 Jan 00	1234567
08:40	DL	3970	CRJ	01 Dec 98	01 Jan 00	1234567
08:40	TR	712	L10	01 Jan 99	01 Jan 00	1234567
08:45	AA	449	M80	15 Dec 98	30 Jan 99	1234567
08:45	AA	744	M80	15 Dec 98	29 Jan 99	12345
08:45	BA	238	777	26 Dec 98	01 Jan 00	1234567
08:45	CP	5934	M80	01 Jan 99	29 Jan 99	12345
08:45	DL	3983	CRJ	01 Dec 98	01 Jan 00	1234567
08:45	UA	506	72S	05 Jan 99	01 Jan 00	1234567
08:50	KL	6249	757	05 Jan 99	30 Jan 99	1234567
08:50	NW	249	757	05 Jan 99	30 Jan 99	1234567
08:53	US	5811	CRJ	06 Jan 99	01 Jan 00	12345
08:55	DL	3968	CRJ	01 Dec 98	01 Jan 00	1234567
09:00	AA	1259	757	01 Jan 99	30 Jan 99	1234567
09:00	AA	156	762	01 Jan 99	01 Jan 00	1234567
09:00	AA	226	757	05 Jan 99	30 Jan 99	1234567
09:00	CA	8016	757	01 Dec 98	01 Jan 00	1234567
09:00	CO	347	M80	14 Dec 98	01 Jan 00	12345 7
09:00	DL	211	757	01 Dec 98	01 Jan 00	1234567
09:00	DL	2461	73S	01 Oct 98	01 Jan 00	1234567
09:00	KP	545	72S	01 Jan 99	01 Jan 00	1234567
09:00	NW	806	D95	06 Jan 99	30 Jan 99	1234567
09:00	UA	165	762	06 Jan 99	01 Jan 00	1234567
09:00	US	370	73S	06 Jan 99	22 Jan 99	12345 7
09:00	US	409	73S	07 Jan 99	22 Jan 99	12345
09:00	US	6020	72S	01 Jan 99	01 Jan 00	1234567

Number of Records = 193

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
09:05	JL	301	100	07 Sep 98	01 Jan 00	1234567
09:10	DL	1069	757	01 Dec 98	01 Jan 00	12345 7
09:10	DL	729	757	02 Dec 98	01 Jan 00	1234567
09:15	CO	1231	M80	07 Jan 99	23 Jan 99	123456
09:15	US	1142	M80	06 Jan 99	01 Jan 00	1234567
09:15	US	216	M80	06 Jan 99	22 Jan 99	12345
09:20	AC	803	319	28 Dec 98	01 Jan 00	1234567
09:20	UA	3231	319	28 Dec 98	01 Jan 00	1234567
09:25	AA	6930	320	02 Jan 99	01 Jan 00	1234567
09:25	CP	205	320	02 Jan 99	01 Jan 00	1234567
09:26	US	31	757	05 Jan 99	01 Jan 00	1234567
09:27	AA	1358	757	01 Jan 99	30 Jan 99	1234567
09:30	AC	802	319	11 Jan 99	01 Jan 00	123456
09:30	CO	346	M80	04 Jan 99	01 Jan 00	12345 7
09:30	DL	1826	72S	02 Jan 99	01 Jan 00	1234567
09:30	UA	3230	319	11 Jan 99	01 Jan 00	123456
09:30	US	1586	D93	06 Jan 99	22 Jan 99	12345 7
09:30	US	381	100	07 Jan 99	01 Jan 00	123456
09:30	US	966	D93	02 Dec 98	01 Jan 00	123456
09:30	US	984	734	02 Dec 98	01 Jan 00	1234567
09:35	JL	25	100	06 Jan 99	01 Jan 00	123456
09:40	AC	382	CRJ	04 Jan 99	01 Jan 00	12345 7
09:40	DL	268	72S	26 Dec 98	01 Jan 00	1234567
09:40	FL	345	D9S	01 Jan 99	01 Jan 00	1234567
09:40	KL	6019	727	06 Jan 99	30 Jan 99	1234567
09:40	NW	19	72S	06 Jan 99	30 Jan 99	1234567
09:40	UA	3058	CRJ	04 Jan 99	01 Jan 00	12345 7
09:42	AA	1329	M80	15 Dec 98	30 Jan 99	1234567
09:42	GU	2003	M80	15 Dec 98	30 Jan 99	1234567
09:45	UA	508	735	05 Jan 99	01 Jan 00	12345 7
09:45	UA	895	320	06 Jan 99	01 Jan 00	1234567
09:50	HP	820	320	07 Jan 99	01 Jan 00	1234567
09:50	UA	201	320	05 Jan 99	16 Jan 99	1234567
09:56	US	728	M80	06 Jan 99	22 Jan 99	12345 7
10:00	CO	349	M80	15 Dec 98	01 Jan 00	12345
10:00	DL	1776	757	02 Dec 98	01 Jan 00	1234567
10:00	HP	2032	320	07 Jan 99	01 Jan 00	1234567
10:00	NW	807	72S	05 Jan 99	30 Jan 99	1234567
10:00	SR	8361	757	28 Nov 98	01 Jan 00	1234567
10:00	US	1242	D93	07 Jan 99	22 Jan 99	12345
10:00	US	2309	100	07 Jan 99	22 Jan 99	12345
10:00	US	6030	72S	07 Jan 99	01 Jan 00	1234567

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Departure

5:01 AM

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

of records?

Disturbance Date and Time: 10:15 on 12 Jan 99 to
10:15 on 12 Jan 99

Conditions:

Wind Direction:	230 deg	Wind Speed:	16 Knots
Ceiling:	15000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 27 - 22L
Departures: 22R - 22L

Complaint Description: I would like the runway logs for arrivals and departures from 5 am to 10 am. I would also like the altitudes of each operation. This is going to Senator Kerry's office.

Massport Report of Investigation: The information you requested is enclosed. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Noise Abatement Office

Send Copy: Yes

cc: FAA Boston Tower Chief

OAG Jet Departures

For: Boston Logan International

Date Printed:

January 14, 1999

Time:

10:45:09



Report Conditions

Days of Operation is like %2%

Effective Date is <= 12 Jan 99

Discontinue Date is >= 12 Jan 99

Departure Time is between 05:00:00,10:00:00

General Type is = Jet

5:21 AM

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
05:21	1K	750	72F	27 Oct 98	01 Jan 00	234 6
05:49	EB	14	D8F	01 Dec 98	01 Jan 00	23456
05:50	DL	561	767	02 Dec 98	01 Jan 00	1234567
05:50	TW	203	M80	02 Jan 99	01 Jan 00	1234567
05:55	1A	778	D8F	05 Jan 99	01 Jan 00	2345
06:00	AM	5965	757	02 Dec 98	01 Jan 00	1234567
06:00	CO	341	M80	15 Dec 98	30 Jan 99	123456
06:00	DL	1965	757	02 Dec 98	01 Jan 00	1234567
06:00	HP	40	320	07 Jan 99	01 Jan 00	123456
06:00	UA	275	757	05 Jan 99	16 Jan 99	1234567
06:00	US	17	757	06 Jan 99	01 Jan 00	123456
06:00	US	421	733	06 Jan 99	01 Jan 00	12345
06:00	US	851	733	07 Jan 99	01 Jan 00	12345
06:05	UA	580	735	06 Jan 99	01 Jan 00	12345
06:08	AA	1011	M80	01 Jan 99	29 Jan 99	12345 7
06:08	CP	6735	M80	01 Jan 99	29 Jan 99	12345 7
06:10	CA	8014	320	01 Dec 98	01 Jan 00	1234567
06:10	CO	1737	733	07 Jan 99	01 Jan 00	123456
06:10	DL	1200	M80	10 Jan 99	01 Jan 00	1234567
06:10	NH	7101	757	04 Jan 99	01 Jan 00	1234567
06:10	NW	1191	757	05 Jan 99	30 Jan 99	1234567
06:10	UA	1497	320	06 Jan 99	01 Jan 00	123456
06:10	US	2274	D93	06 Jan 99	01 Jan 00	12345
06:10	US	29	757	06 Jan 99	01 Jan 00	12345
06:15	AA	881	AB3	01 Jan 99	29 Jan 99	12345
06:15	US	306	734	06 Jan 99	22 Jan 99	12345
06:18	AA	2329	757	15 Dec 98	29 Jan 99	12345
06:20	AA	754	M80	11 Jan 99	30 Jan 99	123456
06:20	AA	828	757	15 Dec 98	29 Jan 99	12345

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
06:20	CP	5937	M80	11 Jan 99	30 Jan 99	123456
06:25	AC	380	CRJ	04 Jan 99	01 Jan 00	123456
06:25	UA	3116	CRJ	04 Jan 99	01 Jan 00	123456
06:30	AA	650	M80	15 Dec 98	29 Jan 99	12345
06:30	BR	3102	M80	01 Dec 98	01 Jan 00	12345
06:30	CO	336	M80	26 Oct 98	01 Jan 00	12345
06:30	CO	339	M80	15 Dec 98	01 Jan 00	12345
06:30	DL	1820	72S	04 Jan 99	01 Jan 00	12345
06:30	DL	3967	CRJ	01 Dec 98	01 Jan 00	1234567
06:30	US	1510	D93	06 Jan 99	01 Jan 00	12345
06:30	US	1854	734	07 Jan 99	22 Jan 99	12345
06:30	US	2325	D93	07 Jan 99	01 Jan 00	12345
06:30	US	6170	72S	07 Jan 99	01 Jan 00	12345
06:35	US	5811	CRJ	06 Jan 99	01 Jan 00	12345
06:40	DL	3980	CRJ	01 Dec 98	01 Jan 00	1234567
06:40	DL	934	757	11 Jan 99	16 Jan 99	123456
06:40	FL	343	D9S	01 Jan 99	01 Jan 00	123456
06:40	US	1524	M80	06 Jan 99	22 Jan 99	12345 7
06:40	US	1845	757	06 Jan 99	01 Jan 00	1234567
06:40	YX	202	DC9	04 Jan 99	01 Jan 00	123456
06:45	UA	1017	319	06 Jan 99	01 Jan 00	1234567
06:45	UA	160	757	11 Jan 99	29 Jan 99	123456
06:45	US	333	734	06 Jan 99	01 Jan 00	12345
06:50	AA	6727	320	02 Jan 99	01 Jan 00	1234567
06:50	CP	204	320	02 Jan 99	01 Jan 00	1234567
06:50	FL	361	D9S	02 Nov 98	01 Jan 00	123456
06:55	US	1696	M80	06 Jan 99	01 Jan 00	12345
07:00	AA	1923	757	15 Dec 98	29 Jan 99	12345
07:00	AA	196	757	15 Dec 98	30 Jan 99	1234567
07:00	AA	6832	F28	01 Jan 99	01 Jan 00	1234567
07:00	CO	343	M80	15 Dec 98	01 Jan 00	1234567
07:00	CO	38	M80	16 Dec 98	01 Jan 00	12345
07:00	CP	2151	F28	01 Jan 99	01 Jan 00	1234567
07:00	DL	2451	73S	01 Oct 98	01 Jan 00	1234567
07:00	DL	2510	73S	01 Oct 98	01 Jan 00	1234567
07:00	DL	3969	CRJ	01 Dec 98	01 Jan 00	123456
07:00	DL	565	757	01 Dec 98	01 Jan 00	1234567
07:00	HP	821	320	07 Jan 99	01 Jan 00	1234567
07:00	UA	169	762	05 Jan 99	01 Jan 00	1234567
07:00	US	1256	734	05 Jan 99	01 Jan 00	123456
07:00	US	1924	733	06 Jan 99	01 Jan 00	1234567
07:00	US	280	D93	06 Jan 99	01 Jan 00	12345

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
8 07:00	US	395	M80	07 Jan 99	01 Jan 00	12345
07:00	US	6160	72S	07 Jan 99	01 Jan 00	123456
07:00	YX	43	D9S	04 Jan 99	01 Jan 00	12345
07:01	AA	1019	AB3	01 Jan 99	30 Jan 99	1234567
07:05	AC	800	319	29 Dec 98	01 Jan 00	12345
07:05	JI	3	100	01 Sep 98	01 Jan 00	1234567
07:05	UA	3228	319	29 Dec 98	01 Jan 00	12345
07:05	US	1804	73S	07 Jan 99	01 Jan 00	12345
07:10	DL	198	757	02 Dec 98	01 Jan 00	1234567
07:10	DL	915	M80	02 Dec 98	01 Jan 00	12345 7
07:10	JI	650	100	01 Oct 98	01 Jan 00	123456
07:10	UA	170	757	05 Jan 99	01 Jan 00	1234567
07:10	UA	171	762	05 Jan 99	01 Jan 00	1234567
07:15	AC	801	319	04 Jan 99	01 Jan 00	12345
07:15	CA	8013	757	01 Dec 98	01 Jan 00	12345 7
07:15	NW	348	757	05 Jan 99	30 Jan 99	1234567
07:15	UA	3229	319	04 Jan 99	01 Jan 00	12345
07:15	US	1485	D93	06 Jan 99	01 Jan 00	12345
07:20	DL	1224	757	01 Dec 98	01 Jan 00	1234567
07:20	NW	380	72S	06 Jan 99	30 Jan 99	1234567
07:21	AA	807	100	15 Dec 98	30 Jan 99	123456
07:21	CP	5923	100	11 Jan 99	30 Jan 99	1234567
07:29	AA	769	M80	06 Jan 99	29 Jan 99	12345
07:30	5X	2015	D8F	27 Oct 98	01 Jan 00	2345
07:30	AA	108	757	05 Jan 99	30 Jan 99	1234567
07:30	CO	337	M80	15 Dec 98	01 Jan 00	12345
07:30	DL	1822	72S	02 Jan 99	01 Jan 00	123456
07:30	DL	2545	73S	01 Dec 98	01 Jan 00	1234567
07:30	DL	752	M80	01 Dec 98	01 Jan 00	1234567
07:30	SY	325	727	05 Jan 99	21 Jan 99	2 4
07:30	US	1535	734	10 Nov 98	01 Jan 00	1234567
07:30	US	1698	100	06 Jan 99	01 Jan 00	123456
07:30	US	68	757	07 Jan 99	01 Jan 00	1234567
07:30	W0	1105	D9F	27 Oct 98	01 Jan 00	234
07:35	AA	596	AB3	15 Dec 98	29 Jan 99	12345
07:35	SA	7301	AB3	01 Jan 99	30 Jan 99	1234567
07:38	CO	1222	M80	07 Jan 99	29 Jan 99	12345
07:40	DL	1184	72S	01 Dec 98	01 Jan 00	1234567
07:40	DL	2439	73S	01 Oct 98	01 Jan 00	1234567
07:40	FL	360	D9S	02 Nov 98	01 Jan 00	123456
07:42	CO	233	M80	15 Dec 98	01 Jan 00	1234567
07:44	UA	504	72S	05 Jan 99	01 Jan 00	12345

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
07:45	AA	129	757	05 Jan 99	30 Jan 99	1234567
07:45	AA	146	757	06 Jan 99	30 Jan 99	1234567
07:45	KL	6723	757	05 Jan 99	30 Jan 99	1234567
07:45	NW	723	757	05 Jan 99	30 Jan 99	1234567
07:45	UA	505	72S	06 Jan 99	01 Jan 00	1234567
07:45	UA	988	735	06 Jan 99	01 Jan 00	1234567
07:45	US	520	M80	06 Jan 99	01 Jan 00	12345
07:50	UA	1031	757	05 Jan 99	01 Jan 00	1234567
07:50	US	299	734	06 Jan 99	22 Jan 99	12345 7
07:50	YX	203	D9S	04 Jan 99	01 Jan 00	12345
07:54	TW	192	M80	02 Jan 99	01 Jan 00	1234567
07:57	CO	1818	733	07 Jan 99	01 Jan 00	12345
08:00	AA	1547	M80	15 Dec 98	30 Jan 99	1234567
08:00	AA	195	757	15 Dec 98	30 Jan 99	1234567
08:00	CI	903	757	05 Jan 99	30 Jan 99	1234567
08:00	CO	345	M80	15 Dec 98	01 Jan 00	12345
08:00	DL	2314	73S	01 Dec 98	01 Jan 00	1234567
08:00	UA	172	757	05 Jan 99	01 Jan 00	1234567
08:00	UA	178	320	10 Jan 99	29 Jan 99	1234567
08:00	US	358	D93	06 Jan 99	01 Jan 00	1234567
08:00	US	373	100	07 Jan 99	01 Jan 00	12345
08:00	US	6001	72S	07 Jan 99	01 Jan 00	123456
08:01	LH	6589	727	05 Jan 99	01 Jan 00	1234567
08:01	UA	1762	72S	05 Jan 99	01 Jan 00	1234567
08:04	AA	1038	M80	06 Jan 99	29 Jan 99	12345
08:05	AC	381	CRJ	04 Jan 99	01 Jan 00	123456
08:05	UA	3143	CRJ	04 Jan 99	01 Jan 00	123456
08:05	UA	837	757	05 Jan 99	01 Jan 00	1234567
08:05	US	1181	733	06 Jan 99	22 Jan 99	12345 7
08:05	US	2673	73M	06 Jan 99	01 Jan 00	1234567
08:10	AS	5095	757	05 Jan 99	30 Jan 99	1234567
08:10	DL	323	757	01 Dec 98	01 Jan 00	1234567
08:10	DL	464	L10	01 Dec 98	01 Jan 00	1234567
08:10	FL	292	D9S	02 Nov 98	01 Jan 00	123456
08:10	HP	2643	320	08 Jan 99	01 Jan 00	1234567
08:10	NW	95	757	05 Jan 99	30 Jan 99	1234567
08:10	UA	1208	757	05 Jan 99	01 Jan 00	123456
08:10	US	28	757	07 Jan 99	01 Jan 00	123456
08:11	AA	1679	M80	06 Jan 99	29 Jan 99	12345
08:15	AA	11	757	05 Jan 99	30 Jan 99	1234567
08:15	DL	433	763	01 Dec 98	01 Jan 00	1234567
08:15	NW	388	D95	05 Jan 99	30 Jan 99	1234567

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
08:15	TW	751	M80	17 Dec 98	01 Jan 00	1234567
08:15	US	238	D93	06 Jan 99	01 Jan 00	1234567
08:15	US	241	733	07 Jan 99	01 Jan 00	12345 7
08:15	US	52	757	07 Jan 99	01 Jan 00	123456
08:30	CO	344	M80	15 Dec 98	01 Jan 00	123456
08:30	DL	1824	72S	01 Dec 98	01 Jan 00	1234567
08:30	HP	61	319	07 Jan 99	01 Jan 00	123456
08:30	UA	233	319	05 Jan 99	01 Jan 00	123456
08:30	US	1021	733	06 Jan 99	01 Jan 00	1234567
08:30	US	1670	D93	06 Jan 99	01 Jan 00	12345 7
08:30	US	1914	D93	06 Jan 99	01 Jan 00	1234567
08:40	DL	2433	73S	02 Dec 98	01 Jan 00	1234567
08:40	DL	350	L10	02 Dec 98	01 Jan 00	1234567
08:40	DL	3970	CRJ	01 Dec 98	01 Jan 00	1234567
08:40	TR	712	L10	01 Jan 99	01 Jan 00	1234567
08:45	AA	449	M80	15 Dec 98	30 Jan 99	1234567
08:45	AA	744	M80	15 Dec 98	29 Jan 99	12345
08:45	BA	238	777	26 Dec 98	01 Jan 00	1234567
08:45	CP	5934	M80	01 Jan 99	29 Jan 99	12345
08:45	DL	3983	CRJ	01 Dec 98	01 Jan 00	1234567
08:45	UA	506	72S	05 Jan 99	01 Jan 00	1234567
08:50	KL	6249	757	05 Jan 99	30 Jan 99	1234567
08:50	NW	249	757	05 Jan 99	30 Jan 99	1234567
08:53	US	5811	CRJ	06 Jan 99	01 Jan 00	12345
08:55	DL	3968	CRJ	01 Dec 98	01 Jan 00	1234567
09:00	AA	1259	757	01 Jan 99	30 Jan 99	1234567
09:00	AA	156	762	01 Jan 99	01 Jan 00	1234567
09:00	AA	226	757	05 Jan 99	30 Jan 99	1234567
09:00	CA	8016	757	01 Dec 98	01 Jan 00	1234567
09:00	CO	347	M80	14 Dec 98	01 Jan 00	12345 7
09:00	DL	211	757	01 Dec 98	01 Jan 00	1234567
09:00	DL	2461	73S	01 Oct 98	01 Jan 00	1234567
09:00	KP	545	72S	01 Jan 99	01 Jan 00	1234567
09:00	NW	806	D95	06 Jan 99	30 Jan 99	1234567
09:00	UA	165	762	06 Jan 99	01 Jan 00	1234567
09:00	US	370	73S	06 Jan 99	22 Jan 99	12345 7
09:00	US	409	73S	07 Jan 99	22 Jan 99	12345
09:00	US	6020	72S	01 Jan 99	01 Jan 00	1234567
09:03	AA	2353	757	15 Dec 98	30 Jan 99	1234567
09:03	CP	5921	757	15 Dec 98	30 Jan 99	1234567
09:05	AA	6559	320	01 Jan 99	01 Jan 00	1234567
09:05	CP	201	320	01 Nov 98	01 Jan 00	1234567

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
09:05	JI	301	100	07 Sep 98	01 Jan 00	1234567
09:10	DL	1069	757	01 Dec 98	01 Jan 00	12345 7
09:10	DL	729	757	02 Dec 98	01 Jan 00	1234567
09:15	CO	1231	M80	07 Jan 99	23 Jan 99	123456
09:15	US	1142	M80	06 Jan 99	01 Jan 00	1234567
09:15	US	216	M80	06 Jan 99	22 Jan 99	12345
09:20	AC	803	319	28 Dec 98	01 Jan 00	1234567
09:20	UA	3231	319	28 Dec 98	01 Jan 00	1234567
09:25	AA	6930	320	02 Jan 99	01 Jan 00	1234567
09:25	CP	205	320	02 Jan 99	01 Jan 00	1234567
09:26	US	31	757	05 Jan 99	01 Jan 00	1234567
09:27	AA	1358	757	01 Jan 99	30 Jan 99	1234567
09:30	AC	802	319	11 Jan 99	01 Jan 00	123456
09:30	CO	346	M80	04 Jan 99	01 Jan 00	12345 7
09:30	DL	1826	72S	02 Jan 99	01 Jan 00	1234567
09:30	UA	3230	319	11 Jan 99	01 Jan 00	123456
09:30	US	1586	D93	06 Jan 99	22 Jan 99	12345 7
09:30	US	381	100	07 Jan 99	01 Jan 00	123456
09:30	US	966	D93	02 Dec 98	01 Jan 00	123456
09:30	US	984	734	02 Dec 98	01 Jan 00	1234567
09:35	JI	25	100	06 Jan 99	01 Jan 00	123456
09:40	AC	382	CRJ	04 Jan 99	01 Jan 00	12345 7
09:40	DL	268	72S	26 Dec 98	01 Jan 00	1234567
09:40	FL	345	D9S	01 Jan 99	01 Jan 00	1234567
09:40	KL	6019	727	06 Jan 99	30 Jan 99	1234567
09:40	NW	19	72S	06 Jan 99	30 Jan 99	1234567
09:40	UA	3058	CRJ	04 Jan 99	01 Jan 00	12345 7
09:42	AA	1329	M80	15 Dec 98	30 Jan 99	1234567
09:42	GU	2003	M80	15 Dec 98	30 Jan 99	1234567
09:45	UA	508	735	05 Jan 99	01 Jan 00	12345 7
09:45	UA	895	320	06 Jan 99	01 Jan 00	1234567
09:50	HP	820	320	07 Jan 99	01 Jan 00	1234567
09:50	UA	201	320	05 Jan 99	16 Jan 99	1234567
09:56	US	728	M80	06 Jan 99	22 Jan 99	12345 7
10:00	CO	349	M80	15 Dec 98	01 Jan 00	12345
10:00	DL	1776	757	02 Dec 98	01 Jan 00	1234567
10:00	HP	2032	320	07 Jan 99	01 Jan 00	1234567
10:00	NW	807	72S	05 Jan 99	30 Jan 99	1234567
10:00	SR	8361	757	28 Nov 98	01 Jan 00	1234567
10:00	US	1242	D93	07 Jan 99	22 Jan 99	12345
10:00	US	2309	100	07 Jan 99	22 Jan 99	12345
10:00	US	6030	72S	07 Jan 99	01 Jan 00	1234567

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 20:52 on 12 Jan 99 to
20:52 on 12 Jan 99

Conditions:

Wind Direction:	220 deg	Wind Speed:	8 Knots
Ceiling:	11000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: There is too much air traffic.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with southwesterly winds. A change of runway configuration occurred at midnight.

Massport Reporter: Arduino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 09:15 on 17 Jan 99 to
09:15 on 17 Jan 99

Conditions:

Wind Direction:	250 deg	Wind Speed:	10 Knots
Ceiling:	16000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals: 22L - 22R
Departures: 22R - 22L

Complaint Description: I would like to request a copy of the runway log from 6 am until 9 am.

Massport Report of Investigation: The information you requested is attached. The FAA has been notified of your concerns and observations by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

OAG Jet Departures

For: Boston Logan International

Date Printed: January 19, 1999

Time: 14:16:17



Report Conditions

Days of Operation is like %7%

Effective Date is <= 17 Jan 99

Discontinue Date is >= 17 Jan 99

Departure Time is between 06:00:00,09:00:00

General Type is = Jet

1000

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
06:00	AM	5965	757	02 Dec 98	01 Jan 00	1234567
06:00	DL	1965	757	02 Dec 98	01 Jan 00	1234567
06:00	US	17	734	10 Jan 99	01 Jan 00	7
06:08	AA	1011	M80	01 Jan 99	29 Jan 99	12345 7
06:08	CP	6735	M80	01 Jan 99	29 Jan 99	12345 7
06:10	CA	8014	320	01 Dec 98	01 Jan 00	1234567
06:10	DL	1200	M80	10 Jan 99	01 Jan 00	1234567
06:10	NH	7101	757	04 Jan 99	01 Jan 00	1234567
06:10	NW	1191	757	05 Jan 99	30 Jan 99	1234567
06:10	UA	1497	319	10 Jan 99	01 Jan 00	7
06:15	AA	881	AB3	01 Jan 99	30 Jan 99	67
06:18	AA	2355	M80	10 Jan 99	24 Jan 99	7
06:20	AA	828	757	19 Dec 98	30 Jan 99	67
06:30	AA	650	100	20 Dec 98	24 Jan 99	7
06:30	DL	3967	CRJ	01 Dec 98	01 Jan 00	1234567
06:40	DL	3980	CRJ	01 Dec 98	01 Jan 00	1234567
06:40	DL	934	72S	17 Jan 99	17 Jan 99	7
06:40	US	1524	M80	06 Jan 99	22 Jan 99	12345 7
06:40	US	1845	757	06 Jan 99	01 Jan 00	1234567
06:45	UA	1017	319	06 Jan 99	01 Jan 00	1234567
06:50	AA	6727	320	02 Jan 99	01 Jan 00	1234567
06:50	CP	204	320	02 Jan 99	01 Jan 00	1234567
07:00	AA	1923	757	19 Dec 98	30 Jan 99	67
07:00	AA	196	757	15 Dec 98	30 Jan 99	1234567
07:00	AA	6832	F28	01 Jan 99	01 Jan 00	1234567
07:00	CO	343	M80	15 Dec 98	01 Jan 00	1234567
07:00	CP	2151	F28	01 Jan 99	01 Jan 00	1234567
07:00	DL	2451	73S	01 Oct 98	01 Jan 00	1234567

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
07:00	DL	2456	73S	01 Dec 98	01 Jan 00	1234567
07:00	DL	2510	73S	01 Oct 98	01 Jan 00	1234567
07:00	DL	565	757	01 Dec 98	01 Jan 00	1234567
07:00	HP	821	320	07 Jan 99	01 Jan 00	1234567
07:00	UA	169	762	05 Jan 99	01 Jan 00	1234567
07:00	US	1924	733	06 Jan 99	01 Jan 00	1234567
07:01	AA	1019	AB3	01 Jan 99	30 Jan 99	1234567
07:05	JI	3	100	01 Sep 98	01 Jan 00	1234567
07:10	DL	198	757	02 Dec 98	01 Jan 00	1234567
07:10	DL	915	M80	02 Dec 98	01 Jan 00	12345 7
07:10	UA	170	757	05 Jan 99	01 Jan 00	1234567
07:10	UA	171	762	05 Jan 99	01 Jan 00	1234567
07:15	CA	8013	757	01 Dec 98	01 Jan 00	12345 7
07:15	NW	348	757	05 Jan 99	30 Jan 99	1234567
07:20	DL	1224	757	01 Dec 98	01 Jan 00	1234567
07:20	NW	380	72S	06 Jan 99	30 Jan 99	1234567
07:21	AA	807	100	20 Dec 98	24 Jan 99	7
07:21	CP	5923	100	11 Jan 99	30 Jan 99	1234567
07:29	AA	769	M80	09 Jan 99	30 Jan 99	67
07:30	AA	108	757	05 Jan 99	30 Jan 99	1234567
07:30	BR	3102	M80	20 Dec 98	01 Jan 00	7
07:30	CO	370	M80	17 Jan 99	01 Jan 00	7
07:30	DL	2545	73S	01 Dec 98	01 Jan 00	1234567
07:30	DL	752	M80	01 Dec 98	01 Jan 00	1234567
07:30	US	1535	734	10 Nov 98	01 Jan 00	1234567
07:30	US	68	757	07 Jan 99	01 Jan 00	1234567
07:35	AA	596	AB3	19 Dec 98	30 Jan 99	67
07:35	SA	7301	AB3	01 Jan 99	30 Jan 99	1234567
07:40	DL	1184	72S	01 Dec 98	01 Jan 00	1234567
07:40	DL	2439	73S	01 Oct 98	01 Jan 00	1234567
07:42	CO	233	M80	15 Dec 98	01 Jan 00	1234567
07:44	UA	504	72S	10 Jan 99	01 Jan 00	7
07:45	AA	129	757	05 Jan 99	30 Jan 99	1234567
07:45	AA	146	757	06 Jan 99	30 Jan 99	1234567
07:45	KL	6723	757	05 Jan 99	30 Jan 99	1234567
07:45	NW	723	757	05 Jan 99	30 Jan 99	1234567
07:45	UA	505	72S	06 Jan 99	01 Jan 00	1234567
07:45	UA	988	735	06 Jan 99	01 Jan 00	1234567
07:50	UA	1031	757	05 Jan 99	01 Jan 00	1234567
07:50	US	299	734	06 Jan 99	22 Jan 99	12345 7
07:54	TW	192	M80	02 Jan 99	01 Jan 00	1234567
08:00	AA	1547	M80	15 Dec 98	30 Jan 99	1234567

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
08:00	AA	195	757	15 Dec 98	30 Jan 99	1234567
08:00	CI	903	757	05 Jan 99	30 Jan 99	1234567
08:00	DL	2314	73S	01 Dec 98	01 Jan 00	1234567
08:00	DL	2503	73S	01 Oct 98	01 Jan 00	1234567
08:00	UA	172	757	05 Jan 99	01 Jan 00	1234567
08:00	UA	178	320	10 Jan 99	29 Jan 99	1234567
08:00	US	358	D93	06 Jan 99	01 Jan 00	1234567
08:01	LH	6589	727	05 Jan 99	01 Jan 00	1234567
08:01	UA	1762	72S	05 Jan 99	01 Jan 00	1234567
08:05	UA	837	757	05 Jan 99	01 Jan 00	1234567
08:05	US	1181	733	06 Jan 99	22 Jan 99	12345 7
08:05	US	2673	73M	06 Jan 99	01 Jan 00	1234567
08:10	AS	5095	757	05 Jan 99	30 Jan 99	1234567
08:10	DL	323	757	01 Dec 98	01 Jan 00	1234567
08:10	DL	464	L10	01 Dec 98	01 Jan 00	1234567
08:10	FL	292	D9S	01 Nov 98	01 Jan 00	7
08:10	HP	2643	320	08 Jan 99	01 Jan 00	1234567
08:10	NW	95	757	05 Jan 99	30 Jan 99	1234567
08:10	UA	1208	757	10 Jan 99	31 Jan 99	7
08:10	US	1196	757	10 Jan 99	01 Jan 00	7
08:11	AA	1679	M80	09 Jan 99	30 Jan 99	67
08:15	AA	11	757	05 Jan 99	30 Jan 99	1234567
08:15	DL	433	763	01 Dec 98	01 Jan 00	1234567
08:15	NW	388	D95	05 Jan 99	30 Jan 99	1234567
08:15	TW	751	M80	17 Dec 98	01 Jan 00	1234567
08:15	US	1180	757	10 Jan 99	01 Jan 00	7
08:15	US	238	D93	06 Jan 99	01 Jan 00	1234567
08:15	US	241	733	07 Jan 99	01 Jan 00	12345 7
08:30	DL	1824	72S	01 Dec 98	01 Jan 00	1234567
08:30	DL	1825	72S	01 Dec 98	01 Jan 00	1234567
08:30	US	1021	733	06 Jan 99	01 Jan 00	1234567
08:30	US	1670	D93	06 Jan 99	01 Jan 00	12345 7
08:30	US	1914	D93	06 Jan 99	01 Jan 00	1234567
08:40	DL	2433	73S	02 Dec 98	01 Jan 00	1234567
08:40	DL	350	L10	02 Dec 98	01 Jan 00	1234567
08:40	DL	3970	CRJ	01 Dec 98	01 Jan 00	1234567
08:40	TR	712	L10	01 Jan 99	01 Jan 00	1234567
08:45	AA	449	M80	15 Dec 98	30 Jan 99	1234567
08:45	AA	744	100	27 Dec 98	24 Jan 99	7
08:45	BA	238	777	26 Dec 98	01 Jan 00	1234567
08:45	CP	5934	100	20 Dec 98	24 Jan 99	7
08:45	DL	3983	CRJ	01 Dec 98	01 Jan 00	1234567

Departure Time	diagraph name	Flight Number	Model Type	Effective Date	Discontinue Date	Days of Operation
08:45	UA	506	72S	05 Jan 99	01 Jan 00	1234567
08:45	UA	507	735	05 Jan 99	01 Jan 00	1234567
08:50	KL	6249	757	05 Jan 99	30 Jan 99	1234567
08:50	NW	249	757	05 Jan 99	30 Jan 99	1234567
08:55	DL	3968	CRJ	01 Dec 98	01 Jan 00	1234567
08:55	YX	705	D9S	01 Jan 99	01 Jan 00	7
09:00	AA	1259	757	01 Jan 99	30 Jan 99	1234567
09:00	AA	156	762	01 Jan 99	01 Jan 00	1234567
09:00	AA	226	757	05 Jan 99	30 Jan 99	1234567
09:00	CA	8016	757	01 Dec 98	01 Jan 00	1234567
09:00	CO	347	M80	14 Dec 98	01 Jan 00	12345 7
09:00	DL	211	757	01 Dec 98	01 Jan 00	1234567
09:00	DL	2461	73S	01 Oct 98	01 Jan 00	1234567
09:00	KP	545	72S	01 Jan 99	01 Jan 00	1234567
09:00	NW	806	D95	06 Jan 99	30 Jan 99	1234567
09:00	UA	165	762	06 Jan 99	01 Jan 00	1234567
09:00	UA	174	762	06 Jan 99	01 Jan 00	1234567
09:00	US	370	73S	06 Jan 99	22 Jan 99	12345 7
09:00	US	409	D93	10 Jan 99	17 Jan 99	7
09:00	US	6020	72S	01 Jan 99	01 Jan 00	1234567

Number of Records = 132

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 14:52 on 16 Jan 99 to
14:52 on 16 Jan 99

Conditions:

Wind Direction:	230 deg	Wind Speed:	15 Knots
Ceiling:	10000 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	27 - 22L
Departures:	22R - 22L

Complaint Description: The aircraft noise is excessive. Please call the Tower.

Massport Report of Investigation: You are affected by jet departures on Runway 22R, in use with strong southwesterly winds. The FAA has been notified of your concerns by copy of this complaint.

Massport Reporter: Operations Dept.

Send Copy: Yes

cc: FAA Boston Tower Chief

MASSACHUSETTS PORT AUTHORITY
Noise Abatement Office
Boston-Logan International Airport
East Boston, MA 02128-2042

Aircraft Disturbance Report

Person Reporting Disturbance:

Mr. Ron Fama
11 St Anne Road
Weymouth, MA 02189

Telephone: 340-0386

Disturbance Date and Time: 23:01 on 12 Jan 99 to
23:01 on 12 Jan 99

Conditions:

Wind Direction:	220 deg	Wind Speed:	7 Knots
Ceiling:	4400 Ft	Visibility:	10.0 Miles

Runways in Use:

Arrivals:	22L - 22R
Departures:	15R - 22L

Complaint Description: The aircraft noise is at the wrong time.

Massport Report of Investigation: You are affected by jet departures on Runway 22L, in use with southwesterly winds. A change of runway configuration occurred at midnight.

Massport Reporter: Dino Parravano/NAO

Send Copy: Yes

cc: FAA Boston Tower Chief

Letter 390

Ronald A. Fama

Private Citizens: Weymouth

Code	Topic 1	Topic 2	Comment	Response
390.1	Noise	Impacts	... There is no reason to believe that a new runway will not exacerbate intolerable [noise] condition...[in East Weymouth and on the South Shore]	In 1998, 77 percent of Logan Airport's jet traffic affected communities to the north and south of the airport—East Boston, Winthrop, Revere, parts of South Boston, Dorchester, Quincy, Milton, and Braintree. Without Runway 14/32, as much as 88 percent of Logan Airport's aircraft operations will overfly these communities when Logan Airport reaches 37.5 million passengers. Construction of Runway 14/32 will allow a more balanced geographic distribution of aircraft operations over populated areas, will increase the number of over-water operations, and will reduce noise exposure for close-in communities. In fact, the most heavily impacted communities will experience a decrease in overflights compared to 1998 levels. With the Preferred Alternative, when Logan Airport reaches 29 million passengers, overflights from Runway 4 arrivals and Runway 22 departures, which affect South Boston, Quincy, Milton, and Braintree, will decrease from 107,861 in 1998 to 58,305 operations.

To:
Cc:
Bcc: Arthur Pugsley@MEPA@EOEA
From: michele@newenglandfilm.com
Subject: RE: STOP MASSPORT/LOGAN 14/32 RUNWAY EXPANSION
Date: Wednesday, April 21, 1999 7:06:35 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 391

Dr. Mr. Pugsley,

I'm not sure why I received this email, but since I did I might as well make my opinion known. I think that Logan SHOULD be able to expand in order to accommodate more travelers, especially if it will lower airfare. I realize that air noise is a concern, but they should have thought of that before they moved in next to the airport.

391.1

Michele LaMura
Chester, MA

-----Original Message-----

From: POETRYPIZA@aol.com [mailto:POETRYPIZA@aol.com]
Sent: Tuesday, April 20, 1999 10:38 PM
To: arthur.pugsley@state.ma.us
Subject: STOP MASSPORT/LOGAN 14/32 RUNWAY EXPANSION

DEAR MR. ARTHUR PUGSLEY:
(MASS ENVIRONMENTAL AFFAIRS UNIT DIRECTOR)

I STRONGLY REQUEST THAT YOU REFUSE TO APPROVE THE MASSPORT ENVIRONMENTAL REPORT ON THE PROPOSED 14/32 RUNWAY EXPANSION AT LOGAN AIRPORT.

I BELIEVE THE MASSPORT SUBMISSION IS INCOMPLETE AND CONTAINS MANY MISLEADING HALF TRUTHS. MANY OF THE DATA SOURCES ARE QUESTIONABLE, OUT DATED AND INCORRECT.

I FEEL ANY FURTHER EXPANSION OF OPERATIONS, FLIGHTS IN AND OUT, WILL DIFFINETLY CAUSE A TREMENDOUS NEGATIVE ENVIRONMENT IMPACT ON THOSE OF US WHO LIVE, WORK AND GO TO SCHOOLS IN THE VERY DENSELY POPULATED COMMUNITIES SURROUNDING LOGAN AIRPORT.

I ASK YOU TO REMAIN OPEN AND SENSITIVE THE OUR BASIC QUALITY OF LIFE FUNDAMENTALS, "EXCESSIVE NOISE OVER OUR HEADS DAY AND NIGHT, ALONG WITH BAD EMISSIONS ARE STEALING OUR BASIC RIGHTS." WE NEED YOUR HELP AND PROTECTION.

OUR PEACEFUL AND HEALTHY FUTURE IS IN YOUR HANDS.

Letter 391

Michele LaMura

Private Citizens: Winchester

Code	Topic 1	Topic 2	Comment	Response
391.1	General Support		....I think that Logan SHOULD be able to expand in order to accommodate more travelers, especially if it will lower airfare....	Comment noted.

LETTER 392

April 22, 1999

Arthur Pugsley
Associate Environmentalist
Massachusetts Environmental Protection Agency
100 Cambridge Street
Boston, MA

RE: Massport's Proposed Runway 14/32 and Centerfield Taxiway

Dear Mr. Pugsley,

I recently submitted two videotapes to you. One is a tape of the Joint Committee on Transportation Hearing held at the State House on March 23. Representative Bob DeLeo of Winthrop and others have filed legislation which would forbid the construction of these two projects and which would establish a regional planning approach to the needs for airports in the next decades. I support this legislation. The second videotape is the MEPA hearing held at the Holiday Inn in East Boston on April 8th. You will notice that Mr. Silva gave an incorrect zip code. Both tapes are almost gavel-to-gavel with the exception of the few minutes it took to change tapes. There are no speakers omitted from these tapes - both meetings were taped without any "editing out." If you want additional copies, please call me at 617-846-7418. I am a volunteer producer at Winthrop Community Access Television as well as a member of Winthrop's Air Issues Resolution (AIR) Committee.

I am opposed to the construction of Runway 14/32 and the taxiway as proposed by Massport. I am concerned about the current levels of air pollution generated by the airport, and more concerned about the impacts of additional flights over our neighborhoods. Anyone can see the smog that sits over the airport on a summer day. Anyone can see the exhaust emissions of planes as they take off. Anyone can see the emissions as the planes rev their engines on the taxiway waiting to take off. This particulate matter, as you know, comes down in residential neighborhoods in and around the city of Boston. It is no mystery to me why the rates of asthma and respiratory disease in our communities are startlingly high. If a health study were conducted which proves a connection can be made between these conditions and air pollution at Logan, we should not only plan no future expansion at Logan, we should plan reduction of flights into and out of any airport in a densely populated residential area.

Massport's executives lied to the people Winthrop when Peter Blute and Betty Desrosiers referred to a Massport-sponsored health study that is being conducted by the Harvard School of Public Health. Many people with many contacts at that prestigious school have tried unsuccessfully to track down details of the alleged study. We concluded there isn't any Massport study.

I am also opposed to the runway and taxiway on the grounds of unacceptable noise levels. Noise levels of close to 65db after 10PM and before 7AM should not be tolerated by any residential community. Cargo flights should be stage III aircraft only or directed to other airports. Winthrop residents who live under existing runways now tolerate additional cargo flights at all hours of the day and throughout the night. No corporation motivated by profit and or governmental agency charged with protecting the "public good" should be allowed to violate our right to "life, liberty

392.1

392.2

and the pursuit of happiness" by polluting our air, causing disease and filling the neighborhood with noise.

I don't believe we should wait until a local study finds that students in schools under flight paths have impaired learning due to constant interruption from noise. European studies have already proven this. We don't need to wait until a local study finds higher incidences of certain cancers among residents near Logan. Studies in Seattle-Tacoma and at Cape Cod have already determined that. State Senator Steve Lynch of South Boston stated at the recent State House Rally against the Runway that the respiratory illness rate in his community is 61% higher than the state average.

392.3

The smell of jet fuel in the air over Winthrop has dramatically increased in the past few years. We should not be subjected to any jet fumes at all. The prospect of additional large aircraft flights and their jet fuel odor throughout the Logan community will absolutely lead to additional community opposition. You can be sure the recently-formed organization, Communities Against Runway Expansion (CARE), will gain in strength and visibility and will take more actions to oppose this further threat to health from jet fuel. Health studies of veterans of Operation Desert Storm/Desert Shield are being conducted which some scientists believe may find a causal relationship between exposure to jet fuel contamination and the incidence of many debilitating diseases.

I oppose this Runway and Taxiway project as a resident of Winthrop, a member of the Friends of Belle Isle Marsh, the Winthrop AIR Committee, and a community environmental activist. We need a regional planning process. I believe the impacts of an additional runway and taxiway are also a threat to the delicate balance of plants, animals, fish and other wildlife that depend on a clean and healthy environment to live.

392.4

As you recall, the MWRA was created in response to a consent decree. We now applaud the courageous actions by the executive, judicial, and legislative leaders who created and supported that agency. Consequently, the water quality in our harbor has improved and the health of the harbor's wildlife has vastly improved.

Perhaps the formation of a regional planning agency will be the final result of this "conflict" and we will ultimately applaud the actions of all the agencies involved who recognized the political problem and had the vision to solve it.

Sincerely,

Barbara Bishop
200 Washington Ave.
Winthrop, MA 02152

617-846-7418

Letter 392

Barbara Bishop

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
392.1	Air Quality	Model	....I am concerned about the current levels of air pollution generated by the airport, and more concerned about the impacts of additional flights over our neighborhoods. ....It is no mystery to me why the rates of asthma and respiratory disease in our communities are startlingly high. if there is a connection between these conditions and air pollution from Logan, we should plan no future expansion ...reduction of flights	<p>Public health issues are discussed further in Section 6.8 of the Supplemental DEIS/FEIR.</p> <p>No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.</p> <p>Massport is separately studying measures for reducing Logan Airport's contribution to air emissions in the region, in the <i>Logan Airport 1999 ESPR</i> (previously GEIR). Consideration is given to all emissions sources, and analysis is conducted for the airport, East Boston and regional study areas.</p>
392.2	Noise	Runway 14/32	I am also opposed to the runway and taxiway on the grounds of unacceptable noise levels. Noise levels of close to 65db after 10PM and before 7AM should not be tolerated in any residential community.	<p>Refer to response to Comment 392.1.</p> <p>The Night Equivalent Sound Level (LeqN) was calculated at 23 selected locations for all fleets and scenarios. Table 6.2.15 and 6.2.16 of the Supplemental DEIS/FEIR report these data for the 29M Low and 37.5M High Fleet scenarios of the Supplemental DEIS/FEIR. The results show that, at most locations, the LeqN for the future fleets is lower than for the 1993 case. Where there is an increase in LeqN, the reason was the increase in flights for the No Action Alternative, which generally was mitigated by the Preferred Alternative. These results indicate that there will be less sleep disturbance in the future than that currently experienced.</p> <p>Refer to Section 7.4 of the Supplemental DEIS/FEIR for a discussion of cumulative noise impacts.</p>
392.3	Public Health	Effects	....We don't need to wait until a local study finds higher incidences of certain cancers among residents near Logan. ...the respiratory illness rate in his community is 61% higher than the state average.	The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern.
392.4	Alternatives	Runway 14/32	....an additional runway and taxiway are also a threat to the delicate balance of plants, animals, fish and other wildlife that depend on a clean and healthy environment to live.	The increase in impervious surface area will reduce habitat for several species (refer to Section 6.5 of the Supplemental DEIS/FEIR). A mitigation plan has been developed to offset impacts to the state-listed Upland Sandpiper population (refer to Section 6.5 of the Supplemental DEIS/FEIR). Runoff quality will be unchanged from current airfield conditions.

April 8, 1999

Mr. Lugsley

As a resident of Winthrop for 35 years I felt it was time to voice my concerns regarding the quality of life in our town Bottom line... there is more!

It's gotten progressively worse, more noticeable to me in the past two years.

The noise is so constant it's deafening. A southwest wind in my area means the absolute constant whining of planes landing - the reverse thrust of the engines you can practically feel as well as hear.

Take-offs have been very interesting also. Since October of '98 they now come just about over my house - something they haven't done in the 14 years I have owned this house... why is that I'd like to know? They are over this whole town like they've never been before.

The diesel fumes are atrocious. Fresh air is a thing of the past. You can't be outside and you can't leave the windows open... what's left? Soot is just every-

393.1

393.2

sills, on the cars, they coat
my pool, the patio furniture,
my kids toys in the yard!
We were told years ago not to
plant edibles in the soil around
here because of that.

What more can we say? Wintbury
is a lovely town - or was! We
are being victimized by the
airport. Yes, we choose to live
here, or should I say our
parents did, when it wasn't
so bad. We grew up here, my
children are growing up here, I'd
like my grandchildren to grow
up here if they choose, etc., etc.

If we cannot come to a
better living arrangement
with Logan then we have to
take a stand and say no
to any new runways or any
other expansion projects - we
just can't take any more!

Please help us on these issues
we are truly nice people, average
Joes who can co-exist with
Logan - as we have for years! What
we need is no added traffic
and a share of this burden
to other areas.

Thank you and we appreciate
any help you can give us.

Cordially
Nancy J. Crombie
51 Palmyra St, Wintbury

Letter 393

Nancy J. Crombie

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
393.1	Noise	Runway Use	Take-offs... [s]ince October of 98 ...now come just about over my house--something they haven't done in the 16 years...They are over this whole town like they've never been before.	PRAS noise goals are based on the fact that DNL levels above 75 dB are considered unacceptable for residential land use and that DNL levels above 70 dB are also excessively high and should be reduced if feasible. PRAS recommendations are thus designed to shift operations off of runways where these high levels still exist – primarily in Winthrop and to the north of Logan Airport in East Boston and Revere.
393.2	Air Quality	Impacts	The diesel fumes are atrocious....	The Airside Project leads to a decrease in odor-causing hydrocarbon emissions, when compared to the No Action Alternative. This is illustrated in Table 6.4-7 and Figure 6.4-5 of the Supplemental DEIS/FEIR. However, decreases in odorous emission concentrations will be imperceptible.

Dear Mr. Pugsley,

4-5-99

I am writing to you in an attempt to appeal to your sense of human decency. Nine years ago, I had purchased a "home" in what was considered the better part of Winthrop called the Highlands. The houses in this section are not glamorous nor are they larger than any others, but are simply more desirable because of their proximity to Logan Airport. The Highlands is the furthest most point of Winthrop from Logan Airport. The main air traffic corridors do not pass directly above but more directly over my fellow neighbors in Beachmont, approximately four blocks away. I find it somewhat amazing people consider my location more fortunate due to a distance of four small blocks.

Within the last five years, the increased number of flights and noise has become horrific. The day time hours are consumed with take-offs and landings accompanied by the constant roar of warming jet engines on the tarmac. The night time hours only bring more of the same but seem endless due to the tossing and turning to get some sleep.

During the summer months, I look forward to the winter when my windows will be closed thus giving some relief from the noise and smell of burning jet fuel.

When winter finally arrives, no relief is to be found because my now closed windows rattle with the rumblings of airplanes.

Sadly, I have found Winthrop has no peaceful neighborhoods, no quiet times when a family can go outside to enjoy themselves. No community should be so dramatically impacted by an airport.

Presently the health of my family and I appears to be OK but we believe it's only due to our relatively young ages. We fear it may only be a matter of time before the impact of the airport effects our physical health.

In closing, allow me to point out Logan Airport is unlike any other major airport due to its very close proximity to the surrounding communities. Due to this simple fact, the health of our communities are suffering and further health studies must be initiated. Would you please ensure these studies move forward for the sake of the thousands of people who deserve a healthier quality of life.

Sincerely

Gregory DePatto

Code	Topic 1	Topic 2	Comment	Response
394.1	Noise	Impacts	...Logan Airport is unlike any other major airport due to its very close proximity to the surrounding communities. Due to this simple fact, the health of our communities are suffering and further health studies must be initiated.	The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern.

LETTER 395

291 Winthrop Street
Winthrop, MA 02152
April 6, 1999

Mr. Robert Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street - Room 2000
Boston MA 02202

Dear Mr. Durand:

I am writing to state my firm opposition to the construction of runway 14/32 at Boston's Logan International Airport.

There are three factors that must be taken into consideration when one thinks about any expansion of facilities at Logan, factors that weigh heavily on the quality of life of those of us who are neighbors to the airport. These factors are noise, pollution, and safety.

We all have a right to life uninterrupted and unhindered by the onslaught of excessive noise. We choose to live in a major metropolitan area and, with the turf, comes a certain amount of noise. When the level of noise becomes a health hazard, though, interrupting sleep and disrupting periods of relaxation, we have a right to recourse. The level of noise at Logan, emanating both from planes revving on the runways and from aircraft in takeoff and landing patterns is excessive. No, the soundproofing program offered to many in Winthrop and surrounding areas is not an acceptable solution to the noise problem. We are people who like to live outside of our homes during the summer months, not in a cocoon.

395.1

The pollution with which we have to contend is also unacceptable and obviously hazardous. The soot that collects on my lawn furniture clearly comes from the airplanes that fly overhead. Although the folks who run the airport would have us believe that the deleterious effects of what they put into the air are overstated, I cannot help but wonder how the black film that covers my furniture is affecting my lungs. In the absence of a study of the effects of this pollution on the neighbors of Logan, any thought of airport expansion is unconscionable.

395.2

Finally, we are concerned about safety, the ultimate environmental issue. Planes are allowed to fly, in random patterns, over my town, the most densely populated town in the Commonwealth. I shudder to think that we are statistically overdue for a plane to drop from the sky with disastrous effects, destroying life and property. It is nearly forty years since the Electra, its engine choked by starlings, landed in the narrow channel between Winthrop and the airport. We all remember the small plane that, in the early morning hours on final approach to Logan, fell onto a crowded Lonsdale Street in Dorchester, destroying several houses but miraculously killing none of the inhabitants. We in Boston and environs have been fortunate. Is it only a matter of time before we are the lead story on the network news?

395.3

I just last week spent a vacation in Orlando (Florida). The airport there is fully thirty minutes from the largest tourist attraction in the area, DisneyWorld. I can tell you, from firsthand experience, that the thirty minute drive does not deter people from coming to visit the magical world of Walt Disney. Boston will be no less a first class city without the expansion of Logan International Airport. Regionalization of transportation facilities will do nothing to diminish the attractiveness of Boston as a destination for tourists and conventioners. The airport need not be within two miles of downtown Boston in order to attract visitors. Witness Orlando, witness Denver, witness countless other sites.

Let's take a long, hard look at the alternatives to expanding Logan before we take some steps that might be irreversible and that we might regret. Let's look at these alternative NOW so that ten or twenty years from now we might not find ourselves in the same bind, running out of space and decrying the lack of time to plan for regional solutions to a regional problem.

395.4

Thank you for your consideration of my thoughts.

With very best wishes, I am

Sincerely,

A handwritten signature in dark ink, appearing to read "Richard D. Gill". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Richard D. Gill

Letter 395

Richard D. Gill

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
395.1	Noise	Sound Insulation	....The level of noise at Logan, emanating both from planes revving on the runways and from aircraft in takeoff and landing patterns is excessive. No, the soundproofing program offered to many in Winthrop and surrounding areas is not an acceptable solution....	<p>Massport's FAA-approved sound insulation program is only one element of the noise abatement program. For a discussion of the noise abatement program, refer to the discussion in the <i>Logan Airport 1994/1995 GEIR</i> and the <i>Logan Airport 1998 Annual Update</i>. Massport has existing actions initiatives underway that reduce noise impacts on nearby communities, including:</p> <p>Noise abatement and runway use restrictions;</p> <p>Exploring means of extending the Logan Airport sound insulation program through innovative investigation of hill effects on sound propagation;</p> <p>Encouraging growth at Worcester Regional Airport and other alternative airports; and</p> <p>Monitoring and improving achievement of PRAS goals.</p>
395.2	Air Quality	Impacts	The [air] pollution with which we have to contend is also unacceptable and obviously hazardous. ....I cannot help but wonder how the black film that covers my furniture is affecting my lungs....	The PM ₁₀ in urban areas comprises compounds from a variety of sources, primarily roadways. The dispersion modeling for the Airside Project indicates there will be no violations of the NAAQS for fine particulates (PM ₁₀). The modeling included Logan Airport emissions and background emissions.
395.3	Alternatives	Runway Use	...we are concerned about safety... Planes are allowed to fly, in random patterns, over my town, the most densely populated town in the Commonwealth....	Although it may not be apparent from the ground, aircraft flight paths to/from Logan Airport are anything but random. They are closely controlled to follow specific paths depending on the aircraft type, runway, weather, and other factors. Massport, the FAA, the airlines, and the communities have devoted enormous effort over the past 40 years to develop flight tracks that meet all safety standards and attempt to minimize the population exposed to overflights and noise.

Code	Topic 1	Topic 2	Comment	Response
395.4	Regional Transportation	Regional Airports	Let's take a long, hard look at alternatives to expanding Logan...so that ten or twenty years from now we might not find ourselves in the same bind, running out of space and decrying the lack of time to plan for regional solutions to a regional problem.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

LETTER 396

APRIL 19 1999

EDWARD F LOWNEY

841 SHIRLEY ST

WINTHROP, MA 02152

ROBERT DURAND

DIRECTOR MEPA

BOSTON MA

DEAR SIR

I WRITE THIS COMMENT IN THE HOPE
THAT IN YOUR IMPACT REVIEW OF RUNWAY 14-32
AT LOGAN AIRPORT, YOU WILL ALSO REVIEW
THE MISLEADING, DECEPTIVE AND SELF SERVING
METHODS USED BY MASS. PORT. TO OBTAIN THE
DESIRED RESULTS OF THEIR ENVIRONMENTAL REPORTS

EXAMPLE

"PERCENTAGE OF RUNWAY USE"

396.1

Runway 9-27	MASS PORT	60%
	ACTUAL	90%

THANK YOU

SINCERELY YOURS
Edward F Lowney

Letter 396

Edward Lowney

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
396.1	Environmental Review Process	MEPA	[Asks MEPA to review] misleading, deceptive and self serving methods used by Mass Port to obtain the desired results of their environmental reports... Example: "Percentage of Runway Use," Runway 9/27: Massport--60%, Actual--90%	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.

LETTER 397

41 Beal Street
Winthrop, MA 02152
April 8, 1999

Arthur Pugsley
Secretary of Environmental Affairs
100 Cambridge Street
Boston, MA 02025

Dear Mr. Pugsley and Members:

I would like to express my concern with the health issues at Logan Airport.

I think it is important to keep in mind that the airport is located in the middle of the city.

The residents have already been over burdened by the low flying planes, the smell of fumes, along with the soot and the dumping of fuel in our water. It took many years to get our harbor cleaned. 397.1

The cost of cleaning was extensive, and we would like the harbor to remain clean and free from these toxins.

We seldom get relief from the landings and take offs, and when we do then we have to contend with the sound of the motors running all hours of the day and night and the planes taxiing on the runways. This also causes pollution. 397.2

Our traffic problems in the surrounding areas are horrendous due to Logan Airport. I feel that we have taken enough of this unhealthy situation. 397.3

It is almost impossible to talk on the telephone or watch a television program when the planes are flying so close to the tops of our homes.

And last but not least, this situation causes me much stress and irritability. 397.4

I sincerely hope that you will take into consideration our health when making your decision in this important matter.

Cordially ,

Eleanora Olivolo

Eleanora Olivolo

Letter 397

Eleanora Olivolo

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
397.1	Air Quality	Impacts	The residents have already been overburdened by ... the smell of fumes, along with the soot and the dumping of fuel in our water. ...	<p>The Airside Project leads to a decrease in odor-causing hydrocarbon emissions, when compared to the No Action Alternative. This is illustrated in Table 6.4-7 and Figure 6.4-5 of the Supplemental DEIS/FEIR. However, decreases in odorous emission concentrations will be imperceptible.</p> <p>The PM₁₀ in urban areas comprises compounds from a variety of sources, primarily roadways. The dispersion modeling for the Airside Project indicates there will be no violations of the NAAQS for fine particulates (PM₁₀). The modeling included Logan Airport emissions and background emissions.</p> <p>Fuel dumping (dropping) typically occurs only in aircraft emergencies. Air traffic control makes every effort to direct the pilot away from residential and other populated areas during this procedure. Notwithstanding the above, the Federal Aviation Administration (FAA) requirements allow fuel dumping at or above an altitude of 2,000 feet. This distance above ground allows much of the fuel to evaporate and disperse. Thus, emergency fuel dumping should have little or no impact on human health and welfare.</p>
397.2	Noise	Impacts	We seldom get relief from the landings and take offs, and when we do then we have to contend with the sound of the [aircraft] motors running all hours of the day and night and the planes taxiing on the runways..	<p>In 1998, 77 percent of Logan Airport's jet traffic affected communities to the north and south of the airport—East Boston, Winthrop, Revere, parts of South Boston, Dorchester, Quincy, Milton, and Braintree. Without Runway 14/32, as much as 88 percent of Logan Airport's aircraft operations will overfly these communities when Logan Airport reaches 37.5 million passengers. Construction of Runway 14/32 will allow a more balanced geographic distribution of aircraft operations over populated areas, will increase the number of over-water operations, and will reduce noise exposure for close-in communities. In fact, the most heavily impacted communities will experience a decrease in overflights compared to 1998 levels. With the Preferred Alternative, when Logan Airport reaches 29 million passengers, overflights from Runway 4 arrivals and Runway 22 departures, which affect South Boston, Quincy, Milton, and Braintree, will decrease from 107,861 in 1998 to 58,305 operations.</p> <p>The purpose of the proposed Centerfield Taxiway system is to improve the flow of taxiing aircraft and to reduce aircraft ground delay. With the Centerfield Taxiway in place, neighbors in Winthrop and East Boston adjacent to the taxiways will experience small reductions in ground noise.</p> <p>These are different from the noise level reductions that occur in parts of East Boston, Revere, South Boston, and Dorchester with the Preferred Alternative. Improvements in those communities are derived from the added flexibility afforded by Runway 14/32. It allows the redistribution of traffic so that there are fewer landings on Runway 4L and 4R and fewer takeoffs on Runways 22L and 22R. The taxiway itself has no bearing on these flights.</p>

Code	Topic 1	Topic 2	Comment	Response
397.3	Ground Transportation	Access to Logan	Our traffic problems in the surrounding areas are horrendous due to Logan Airport.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.
397.4	Public Health	Effects	...[the current] situation causes me much stress and irritability.	Comment noted.

139 Washington Avenue
Winthrop, MA 02152
(617) 539 - 3478

LETTER 398

April 19, 1999

RE LOGAN AIRSIDE IMPROVEMENT
PLANNING PROJECT

Bob Durand, Secretary
Executive Office of Environmental Affairs, Attention: MEPA Office
Attn. Arthur Pugsley, EOEa No. 10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Runway 14/32 is not the issue for Massport and the people. The true number involved is 120. Mr. Blute made clear upon questioning after his presentation in Winthrop that yes, Logan Airport is not able to attain the allowed FAA goal of 120 flights an hour at present - but could approach that goal with the construction of 14/32, the center taxiway and related improvements.

Questions of facts as construed by Massport:

DELAYS are largely attributed by Massport to Northwest winds which limit runway use, truly a specious argument.

According to the Coastal Pilot I for Boston Harbor, northwest winds (including WNW, NW and NNW) occur 9.6% of the time. They are most frequent in winter, which is also the time of delays because of snow, sleet and other winter conditions not only at Logan, but also throughout the northeast and midwest as well as Canada and Europe.

In winter, the mean speed of the northwesterly winds in Boston ranges from 11.4K in October to 13.9K in March. Obviously some of these winds will be above the 15K threshold requiring use of runways allowing landings and takeoffs into the wind. It is also evident that the northwest winds cannot be blamed for most of Logan's delays.

398.1

Even if northwest winds were responsible for the alleged delays, construction of a runway limited to overwater flights would be of no use in takeoffs into northwest winds when the runway heads 320, though 140 landings into the wind could be made over water.

If the delays are to be alleviated by putting smaller planes on 14/32 and freeing up 15/33, again takeoffs would be over land.

Most of us who have done extensive travel by air know that some delay is built into timetables. Family members in Bedford who travel extensively world-wide on business think nothing of a 15 - 30 minute delay out of a five or 14 hour flight. They could as easily drive to Manchester or

Pease, avoiding the nightmare traffic getting to Logan. (Assuming Hanscom is used for smaller planes such as might use 14/32.)

SIDELINE VIBRATIONS AND STABILITY:

According to the U.S. Geological Survey (C.A. Kaye, Bulletin #1476, 1976), Logan Airport is based on glacial clays dredged from the Boston Harbor, with thick mud slurry pumped into settling basins. This has caused major problems at airfields in earthquake zones in other parts of the world. Knowing that our area is a prime earthquake zone, what provisions are made ?

Surely it would be better to spread the traffic around the region so that the odds of all air transportation being severely affected by an earthquake would be sharply reduced.

398.2

My 115-year old home on the Harbor is built like Gibraltar, yet the frequency and vigor of side-line vibration have increased drastically in the last few years. According to a random batch of reports from Logan, cases affecting my home are due to arrivals or departure on 9, 22, 27 and 33, usually in light to moderate winds. The aircraft involved have been the B727, B737, B757, MD 11 and cargo planes. Progress in quiet performance is not reducing side-line vibration and may be increasing it. I never used to feel the tremble up from the floor through my feet, and to hands and the computer keyboard until recently. In the neighborhood, we all have to put breakables in closed cabinets or otherwise secure so they won't bounce off shelves. What is this doing to the structure of the house? I have earthquake insurance, but it doesn't cover Logan-quake.

398.3

OTHER EFFECTS: In addition to noise, the increased traffic will increase both air and water pollution, neither of which has been effectively monitored over the years. According to the Air Travel Journal, March taxi cab trips from Logan were 40,000 above average. The proposed new cargo warehouses along Route 1A will add many truck trips each day, not to mention the traffic effects of the proposed new hotels near Logan. Yet we are already trapped by highway gridlock.

398.4

POSSIBLE IMPACTS ON SHELLFISH: The clam flats around Logan Airport have been the most productive clam flats north of Boston for most the the past 15 years, at least. (I do not have statistics for south of Boston soft shell clams production.)

398.5

At present all clams harvested around Logan Airport must be landed in Winthrop, according to Mass. Division of Marine Fisheries procedures, from whence they are monitored to the Newburyport depuration plant for self-cleansing in clean tidal water under UV lights before being released for public sale. As the Harbor becomes cleaner, it is possible that the 'moderate contamination' rating of the flats may be lifted, allowing direct sale to users.

Last year the Winthrop Town Meeting unanimously adopted Shellfish Rules and Regulations, developed in cooperation of the Winthrop Harbor Management Committee with the Massachusetts Division of Marine Fisheries. Winthrop is preparing to take over management of its flats from the State, to improve harvesting rotation and to develop a seeding/ growth management program not now possible with the state's limited manpower. We anticipate protecting and enhancing the resource.

This valuable soft-shell clam economic resource of the Commonwealth should not be further damaged by increased aircraft emissions near the clam flats.

WILDLIFE: The area between Governor's Island flats and the former Apple Island has become a thriving bird sanctuary, right off the end of the proposed R14 and the ocean flight path. TASL ("Take A Second Look") has been monitoring shore birds in this area for at least 15 years.

At least 20 kinds of birds other than the regular seagulls, cormorants, sandpipers and such habituate Governor's Island Flats. These include the increasingly endangered Black Duck, various plovers, Brant, and occasional Great Blue Heron. Most striking in both appearance and regular use of the habitat is the American Oystercatcher. 398.6

The area off the proposed Runway 14 is the only regular habitat of the American Oystercatcher in Boston Harbor, according to TASL records. Two have occasionally been spotted at Snake Island in the September and October bird censuses; one or two are occasionally spotted during perhaps one census only each year in the Harbor Islands. (For further information contact Maury Hall, 661 East Street, South Boston 02127 or Soheil Zendah, 42 Baker Ave, Lexington 02421.)

The brilliant long red-orange bill of the Oystercatcher is often seen among the Elizabeth Islands. Though not a birder, as a boating writer and cruising guide author, I'm always interested in birds that boaters might spot. A row of Oystercatchers at Governor's Islands Flats a few years back when I was helping provide water transportation to the TASL observers was a stunning sight. I've boated extensively in Boston Harbor for 30 years or so but had never seen anything like it - till the next year, and the next.

The reasons that were valid in defeating Runway 14/32 some 25 years ago are still valid, and more reasons have been added. Massport needs a comprehensive problem-solving approach based on solid research, not an outmoded and damaging 14/32 bandaaid.

Sincerely yours,



Anita L. Martin



Letter 398

Anita L. Martin

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
398.1	Purpose and Need	Delay	Delays are largely attributed by Massport to northwest winds which limit runway use, truly a specious argument. Even if northwest winds were responsible for the alleged delays, construction of [Runway 14/32] ... would be no use in takeoffs into a northwest wind.	Northwest wind conditions force the use of runway configurations with only one or two active runways. This reduces the capacity from the three-runway configurations otherwise available and results in increased delays.
398.2	Regional Transportation	Regional Airports	Surely it would be better to spread the traffic around the region so that the odds of all air transportation being severely affected by an earthquake would be sharply reduced.	Comment noted.
398.3	Noise	Impacts	...the frequency and vigor of side-line vibration have increased drastically in the last few years. ...What is this doing to the structure of the house?...	Low-frequency noise has tended to be more noticeable in recent years as higher frequency levels have been treated through new engine and nacelle technology. However, the levels are not normally high enough to cause structural damage.
398.4	Ground Transportation	Access to Logan	...the increased traffic will increase both air and water pollution....	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR. No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.
398.5	Water Resources	Airport Operations	Possible impacts on shellfish: the clam flats around Logan Airport have been the most productive clam flats north of Boston for most the past 15 years, at least. ...	Neither runway nor taxiway construction will affect shellfish habitat surrounding the airport. Many of these shellfish areas have been reopened to Master Diggers over the past decade indicating that the airport is not adversely affecting these resources. The quality of airfield runoff will not be changed by the project as described in Section 6.6 of the Supplemental DEIS/FEIR.
398.6	Alternatives	Runway 14/32	...[Birds using] the area between Governor's Island flats and the former Apple Island [could be affected].... The area off the proposed Runway 14 is the only regular habitat of the American Oystercatcher in Boston Harbor,....	All construction will be confined to upland portions of the airfield. The closest construction to the tidal flats between Governors Island and the former Apple Island (Delta Taxiway extension) will be separated from the tidal flats by Runway 9/27. Stormwater runoff quality will be similar to current conditions and are not predicted to adversely affect the harbor environment. The American Oystercatcher has been observed at Logan Airport on an intertidal spit of land adjacent to the intersection of Runway 9/27 and Runway 15/33. Neither runway nor taxiway construction will affect this particular habitat.

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LETTER 399

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April 19, 1999

Arthur Pugsley
Associate Environmentalist
MEPA Unit
Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, MA 02202

RE: Massachusetts Port Authority DEIS/R
Logan Airside Improvements Planning Project

Dear Mr. Pugsley:

After reviewing the Draft Environmental Impact Statement/Report submitted by the Massachusetts Port Authority, I would like address what appear to be some of the glaring errors, deficiencies or deliberate attempts to mislead which are found throughout the report.

First is the obvious omission of any discussion regarding an alternative which would attempt to absorb or divert any projected increase in passengers or operations, especially in light of Massports ownership of Hanscom Field, a facility which is underutilized, and recent agreement to take over operations at the Worcester facility. The diversion of operations to those facilities would also have environmental impacts which should be examined, but this report remains incomplete unless that alternative is given thorough discussion and explanation as a part of the report.

399.1

A second glaring deficiency in the report deals with Massport's grossly misleading discussion of the environmental impacts of the increased ground traffic which this project will generate. It is obvious that the purpose of this project is to increase operation capacity by over 150,000 operations and to increase passenger capacity by over 15 million passengers annually. To state that this increase will not generate additional ground traffic is a farce.

399.2

It is known, and the report itself states that approximately 90 percent of the traffic at Logan is origin/destination in nature. Logan, unlike Atlanta or Chicago, is not a hub. This means that the vast bulk of this 15 million passenger increase will need ground access to and from the airport. The environmental impact of these vehicles sitting for hours in clogged entrance and exit roadways and entrances to the tunnels is a crucial part of this report, and without such an examination, this report is incomplete.

Massport attempts to justify its misleading handling of this crucial part of this report by making the erroneous assumption that the passenger increase and traffic increase will occur regardless. At best, this is sheer speculation which, without substantial data to support it, should have no part in an environmental impact statement. At worst, it is a deliberate attempt to skew the process to sell the project.

Further notable deficiencies in the report are:

- a. The use of a flawed model in figuring the 65 dB contours; 399.3
- b. The segmentation of airside improvement impacts and groundside improvement impacts in violation of MEPA regulations under 310 CMR; 399.4
- c. The use of five year old data as a baseline; 399.5
- d. The overstatement of the benefits of converting to stage 3 aircraft when over 85% of the fleet is already stage 3 and all nighttime operations are stage 3; 399.6
- e. The overstatement of the benefits of the soundproofing program as adequate mitigation and the deficiencies in the current scope of that program; 399.7
- f. The failure to discuss and examine the negative impacts which the increased operations the project will generate will have with regards to noise and air quality; 399.8
- g. The total inadequacy of the program proposed to protect the endangered species which the project will effectively wipe out; 399.9
- h. The false information that Logan operates at a maximum capacity of 120 operations per hour when in actuality, investigation will show that operations are as high as 150 or more per hour in the three runway configuration. 399.10
- i. Failure to discuss the increase in noise and pollutants which will be caused by the dramatic increase in operations when there are East/Southeasterly winds blowing directly towards the residential communities. 399.11

j. The miscalculation of the actual current hours of delay time along with the omission of the fact that delay time over the past five years has actually improved; and

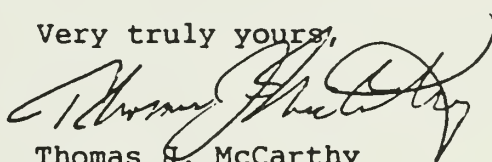
399.12

k. Failure to point out that, even by Massport's own admission, the project's perceived net benefits will be nil within a few years after completion of construction and will only lead to the need for further action.

399.13

In short, this report is filled with erroneous calculations, misleading information and omissions, and should be rejected. It is a factually skewed sales pitch for a project which will have little benefit as a true solution to the air transportation problem facing the region and enormous negative environmental impact on the numerous communities already bearing the lion's share of the burdens created by an air transporation system which offers substantial benefits to communities well outside the Metropolitan Boston area.

Very truly yours,



Thomas S. McCarthy

Letter 399

Thomas J. McCarthy

McCarthy, Allegretto & McCarthy,

Attorneys-at-Law

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
399.1	Regional Transportation	Regional Airports	...omission of any discussion regarding an alternative which would attempt to absorb or divert any projected increase in passengers or operations, especially in light of Massport's ownership of Hanscom Field, a facility which is underutilized, and recent agreement to take over operations at the Worcester facility. ...	The regional alternatives were explicitly considered in the delay reduction and environmental analyses by studying a range of future demand and activity levels. Passenger levels analyzed cover a range from 29M passengers to 45M passengers. Similarly, 510,000 to 656,000 future aircraft operation levels were analyzed. The use of variable long-term passenger and operations forecasts allow for uncertainty relating to the rate of future economic growth, the development of high-speed rail alternatives, the acceptance and usage of video-conferencing, and the role of regional airports. The delay reduction analyses indicate that the proposed airside improvements, as well as the regional alternatives, are necessary for accommodating current and future levels of demand.
399.2	Ground Transportation	Access to Logan	...grossly misleading discussion of the environmental impacts of the increased ground traffic which this project will generate. ... ....The environmental impact of ...vehicles sitting for hours in clogged entrance and exit roadways and entrances to the tunnels is a crucial part of this report, and without such an examination, this report is incomplete.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.
399.3	Noise	Model	The use of a flawed model in figuring the 65 dB contours;	Massport and the FAA disagree.
399.4	Environmental Process	MEPA	The segmentation of airside improvement impacts and groundside improvement impacts in violation of MEPA regulations under 310 CMR;	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.
399.5	Delay	Model	The use of five-year-old data as a baseline;	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
399.6	Noise	Hushkitted Aircraft	The overstatement of the benefits of converting to stage 3 aircraft when over 85% of the fleet is already stage 3 and all nighttime operations are stage 3;	The study does not overstate the benefit of further conversion to Stage 3 aircraft on future noise levels. It uses two fleet scenarios in which almost all aircraft meet Stage 3 requirements, either as hushkitted Stage 2 aircraft or new Stage 3 aircraft, and three fleet scenarios in which all the aircraft meet Stage 3 requirements. Most of the aircraft are new high-bypass, engine-powered Stage 3 aircraft. Many of the hushkitted aircraft have been retired.
399.7	Noise	Sound Insulation	The overstatement of the benefits of the soundproofing program...	Logan Airport has one of the most comprehensive and progressive sound insulation programs of any airport in the country. It was initiated in 1980 before any airport began receiving federal funding to soundproof homes under FAR Part 150. It is the only program in the country to offer residents extra sound insulation treatment in a "room of preference" chosen by the homeowner and it is the only program in the country attempting to receive FAA approval to expand the area of eligibility by accounting for hill effects. In addition, as of the 1999–2000 construction season, FAA grants covering 80 percent of the cost of sound insulation (paid for by airline ticket taxes), combined with funds provided by Massport through Passenger Facility Charges and landing fees, had fully funded the sound insulation of all eligible dwelling units in Massport's current sound insulation program. Despite this accomplishment, Massport continues to seek means of expanding its sound insulation program exclusive of FAA's decision on this Supplemental DEIS/FEIR. If the FAA approves the Preferred Alternative, Massport is committed to expanding the program to include all additionally eligible residences.

Code	Topic 1	Topic 2	Comment	Response
399.8	Alternatives	Runway 14/32	The failure to discuss and examine the negative impacts which the increased operations the project will generate will have with regards to noise and air quality;	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the <i>Logan Airport ESPR</i> and its updates.
399.9	Alternatives	Runway 14/32	...inadequacy of the program proposed to protect the endangered species...	Massport has developed a comprehensive on-site and off-site Upland Sandpiper habitat mitigation plan in close coordination with the Massachusetts Natural Heritage and Endangered Species Program (NHESP) for loss of such habitat at Logan Airport from construction of the Centerfield Taxiway. The plan strives to enhance protection of remaining Upland Sandpiper habitat at Logan Airport without increasing the aviation safety hazards typically associated with birds or hazards to the birds. Additionally, it is expected that an area of former Upland Sandpiper habitat at Camp Edwards on Cape Cod will be restored to grassland habitat by removing woody and shrub vegetation to encourage enhancement of the Upland Sandpiper regional population. This restoration effort provides a unique opportunity to expand grasslands in the Commonwealth far exceeding the ±40 acres to be lost at Logan Airport. In the event that such a program at Camp Edwards is not available, an appropriate alternative program acceptable to the NHESP will be developed and implemented. Additional details of the Upland Sandpiper mitigation plan are presented in Section 6.5 of the Supplemental DEIS/FEIR.
399.10	Purpose and Need	Airfield Capacity	The false information that Logan operates at a maximum capacity of 120 operations per hour when, in actuality, investigation will show that operations are as high as 150 or more per hour in the three runway configuration.	Airport capacity depends on fleet mix, weather conditions, runway assignments and other factors. The normal capacity configuration at Logan Airport uses Runway 4L, Runway 4R, and Runway 9 under VFR weather conditions and can handle 120 operations per hour. For short periods, the flow may be greater or less than this rate, but the sustainable capacity does not exceed 120 operations per hour.

Code	Topic 1	Topic 2	Comment	Response
399.11	Alternatives	Runway 14/32	[The report fails to discuss the]...increase in noise and pollutants which will be caused by the dramatic increase in operations when there are east/southeasterly winds blowing directly towards the residential communities.	<p>While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.</p> <p>The planned improvements to Logan Airport will help reduce air emissions from the airport. The air quality model, which includes actual weather data and wind conditions experienced at Logan Airport, shows pollutant concentrations west-northwest of the airport to be well within the NAAQS.</p> <p>No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.</p> <p>Massport is separately studying measures for reducing Logan Airport's contribution to air emissions in the region, in the <i>Logan Airport 1999 ESPR</i> (previously GEIR). Consideration is given to all emissions sources, and analysis is conducted for the airport, East Boston and regional study areas.</p>
399.12	Delay	Model	The miscalculation of the actual current hours of delay time...	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
399.13	Purpose and Need	Airfield Capacity	...the project's perceived net benefits will be nil within a few years after completion of construction...	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

Cc:
Bcc: Arthur Pugsley@MEPA@EOEA
From: <Boatwrite@aol.com>
Subject: Runway
Date: Thursday, April 22, 1999 16:06:40 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 400

Mr. Artnur Pugsley
Review Officer
MEPA
RE EOEA 10458 Logan International Airport

Mr. Pugsley:

I am sending this short email to register my opposition to a MEPA approval of the Massachusetts Port Authority's plan and supporting Environmental Impact Report for a runway, entitled 14/32, and a central taxiway at Logan International Airport.

First, it must be said this proposal to build yet another runway at Logan International Airport is highly suspicious. The very design of this proposed runway as laid out in the EIR appears to show that Logan has reached its limit for flight capacity. The theoretical figure of 120 operations per hour at the outside limit even with absolutely no wind. Without filling tidelands and expanding the Logan landmass into Boston Harbor waterways the current airport is as good as it gets.

I am as yet unable to understand exactly what Massport means when it refers to Runway 14/32 as a unidirectional, over-the-water facility. It seems self-evident that a runway as short as 14/32 is planned to be can be used only for aircraft operations in one direction at a time. The problem lies with the term 'over-the-water'.

400.1

Massport's EIR is less than clear in explaining this, likely due to the writers' afflicted view that laymen care to understand their jargon. If this runway is to be used solely for over the water landings and takeoffs, it is de facto evidence that Logan Airport's footprint is virtually full except for this small piece of nearly harborside land. In other words, building development west of the wished-for 14/32 precludes its full use as a runway.

I live on Grandview Avenue in Winthrop and have a front door that is as severely impacted as aircraft by northwest winds since my house faces Logn Airport across a narrow waterway and the sweep of the airport. Although without meteorological measurements, I can say with a great deal of certainty that it is not northwest winds of great magnitude that cause delays in the numbers that Massport claims. If a plane destined for Logan is held up by San Francisco clouds the delay will be counted at Logan.

400.2

Finally, Massport EIR noise impact estimates on the town of Winthrop are jocular. Using 75db as a high standard is too often a serious underestimate of what actually occurs when certain types of aircraft fly over the Point

Shirley section of the town. Even with the windows Massport supplied some years ago, some older, apparently Stage 2 planes easily drown out a television set tuned to a moderate sound output or cause a roar in the ear of a person at a distant telephone. It seems likely that real world sound levels of 85-95db are more the case when winds are off the sea as they often are during warm weather months. A permanent Massport noise monitor at the corners of Grandview and Bayview avenues should certainly record these higher levels. 400.

Even though Masport claims its Runway 14/32 will switch aircraft operations away from Winthrop, some of what it says on p. 6-10 seems open to severe questioning. It talks about jet aircraft takeoffs from Runway 14, another example of the confusion over use of this proposed facility. If the over-the-water function is held to, this means these jets would be taking off into a south-southeast wind. Since the wind is perhaps most seldom out of this direction, it seems to this layman that the use of 14/32 for takeoff purposes is almost negligible. 400.

In short, the EIR is confusing, laden with poorly designed standards upon which to base judgements of "information" contained in the EIR, and thus is saturated with misinformation. The decibel levels above are but one example.

The reducing of approach minimums, as convenient as those may be for airlines, seems a particularly bad safety risk. While the ILS may have given an upgrade to Logan for some flight operations on Runways 15/33, to reduce approach minimums on other runways is merely another flouting of public safety for the convenience of passengers and airlines. The safety of communities surrounding Logan is far more important than the convenience of airlines that may expense a few more bucks on fuel and passengers whose relatives may have to wait a few more minutes for their arrival.

Sincerely,

Thomas A. McNiff, Jr.
118 Grandview Avenue
Winthrop, MA 02152

Letter 400

Thomas A. McNiff, Jr.

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
400.1	Purpose and Need	Airfield Capacity	<p>....EIR appears to show that Logan has reached its limit for flight capacity. ...</p> <p>....If ...runway [14/32] is to be used solely for over the water landings and takeoffs, it is de facto evidence that Logan Airport's footprint is virtually full ...building development west of ...14/32 precludes its full use as a runway.</p>	<p>Massport is separately studying measures for reducing Logan Airport's contribution to air emissions in the region, in the <i>Logan Airport 1999 ESPR</i> (previously GEIR). Consideration is given to all emissions sources, and analysis is conducted for the airport, East Boston and regional study areas.</p> <p>The Runway 14/32 concept under review in the Supplemental DEIS/FEIR allows unidirectional operations only (<i>i.e.</i>, all aircraft arrivals would occur over Boston Harbor to the Runway 32 approach and all departures would initiate from the Runway 14 heading out over Boston Harbor). State approval under MEPA and federal approval under NEPA will allow Runway 14/32 to proceed only on a basis consistent with the stated unidirectional limitations. Consistent with any such approvals, Massport will light and stripe Runway 14/32 to accommodate unidirectional operations only.</p> <p>Furthermore, the location of proposed Runway 14/32 involves physical limitations that reinforce the unidirectional requirements of that improvement concept. The Hyatt Hotel and Conference Center, which is 174 feet high, is within 1,300 feet of the Runway 14. The location of the Hyatt Hotel and Conference Center invades applicable FAA approach surface glide slope requirements, thereby precluding arrivals from the west to the Runway 14. Another factor limiting westerly operations on Runway 14/32 is the lack of available facilities to allow aircraft to taxi to the Runway 32.</p> <p>The unidirectional limitations of Runway 14/32 allow maximum use of over-water operations and thereby limit operational impacts over residential areas. To strictly reinforce these important environmental benefits, Massport has designated the intended unidirectional limitation on Runway 14/32 as a mitigation measure. Refer to Section 8.7 of the Supplemental DEIS/FEIR Draft Section 61 Findings, and the discussion in Section 8.5 of the Supplemental DEIS/FEIR regarding enforcement of unidirectionality of Runway 14/32.</p>
400.2	Purpose and Need	Delay	<p>I live on Grandview Avenue in Winthrop and have a front door that is as severely impacted as aircraft by northwest winds since my house faces Logan Airport across a narrow waterway and the sweep of the airport. Although without meteorological measurements, I can say with a great deal of certainty that it is not northwest winds of great magnitude that cause delays in the numbers that Massport claims. If a plane destined for Logan is held up by San Francisco clouds the delay will be counted at Logan.</p>	<p>The Airside Project addresses delays from constraints at Logan Airport. Section 1.4 and Appendix C of the Supplemental DEIS/FEIR also contains a detailed discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport delays within the context of delays at other United States airports.</p>

Code	Topic 1	Topic 2	Comment	Response
400.3	Noise	Impacts	...noise impact estimates on the town of Winthrop are [understated]. ....sound levels of 85-95 dB are more the case when winds are off the sea... A permanent Massport noise monitor at the corners of Grandview and Bayview avenues should certainly record these higher levels.	<p>Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the <i>Logan Airport 1996 Annual Update</i>). In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 6 of the <i>Logan Airport 1999 ESPR</i> (previously GEIR)). Massport continues to investigate possible causes for remaining differences (such as from hill effects) and continues to pursue FAA approval of noise model adjustments that would permit expansion of its sound insulation program to include the effects of terrain. Massport also expects to extend eligibility lines to include boundaries that follow local streets rather than strict noise contour lines. Nevertheless, Massport continues to believe that the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.</p> <p>To the extent that federal regulations permit and that funding is available, the proposed sound insulation program will include: (i) not only all residences that fall within the Preferred Alternative's 65 dB Day-Night Sound Level contour when compared to the Airside Project's No Action Alternative's 65 dB Day-Night Sound Level contour, but also (ii) Massport and the FAA will continue to sound insulate and work to complete the current 2-year sound insulation program as presented in the <i>Logan Airport 1999 ESPR</i>. For the eligible residences, the FAA will fund building code upgrades, to the extent necessary, to implement sound insulation improvements.</p>
400.4	Alternatives	Runway 14/32	...Massport ...talks about jet aircraft takeoffs from Runway 14,... If the over-the-water function is held, too, this means these jets would be taking off into a south-southeast wind. Since the wind is perhaps most seldom out of this direction, it seems ...the use of 14/32 for takeoff purposes is almost negligible.	<p>The use of Runway 14 for departures will most often occur during weather conditions that favor the use of Runway 15R. It is true that these conditions do not occur frequently, and as a result, Runway 14 is not expected to be used extensively for departures. The modeled use never exceeds 2.3 percent of equivalent departures under any future scenario. Most of the delay reduction benefits of Runway 14/32 are associated with arrivals to Runway 32 under northwest wind conditions.</p>

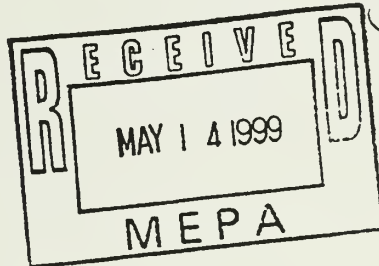
LETTER 401

May 9, 99 AP
39 Beach Rd
Winthrop

Dear ~~LET~~ ^{LET}

I can't believe Mass
Port got the go ahead for a
runway. Have you ever
visited Winthrop unannounced?
We have not received fair
consideration from you.

The noise is horrendous 401.1
and it goes on day and night
Please! for all our sakes.



John Murray

Letter 401

Helen Murray

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
401.1	Noise	Impacts	The noise is horrendous and it goes on day and night.	<p>In 1998, 77 percent of Logan Airport's jet traffic affected communities to the north and south of the airport—East Boston, Winthrop, Revere, parts of South Boston, Dorchester, Quincy, Milton, and Braintree. Without Runway 14/32, as much as 88 percent of Logan Airport's aircraft operations will overfly these communities when Logan Airport reaches 37.5 million passengers. Construction of Runway 14/32 will allow a more balanced geographic distribution of aircraft operations over populated areas, will increase the number of over-water operations, and will reduce noise exposure for close-in communities. In fact, the most heavily impacted communities will experience a decrease in overflights compared to 1998 levels. With the Preferred Alternative, when Logan Airport reaches 29 million passengers, overflights from Runway 4 arrivals and Runway 22 departures, which affect South Boston, Quincy, Milton, and Braintree, will decrease from 107,861 in 1998 to 58,305 operations. Similarly, overflights affecting Winthrop (Runway 27 arrivals and Runway 9 departures) will decline from 88,224 in 1998 to 55,805 in approximately 2015.</p>

LETTER 402

Alicia A. Stoddard
47 Bates Avenue
Winthrop, MA 02152

Secretary of Environmental Affairs
Attn: MEPA Office
Mr. Robert Pugsley – EOE #10408
100 Cambridge St. 20th Floor
Boston, MA 02205

April 19, 1999

Dear Mr. Pugsley:

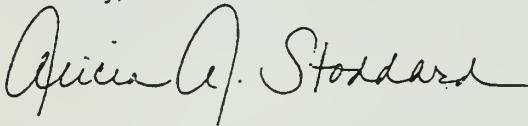
I am writing to express my opposition to the Logan Airport expansion proposal put forth by Massport, which includes new runway 14/32 as well as a new center taxiway. I have several strong concerns with Massport's presentations and with the Environmental Impact Study/Report (EIR/EIS) that has been prepared for this project:

- There have been **NO alternatives to runway 14/32 provided**. This is unacceptable. There are numerous airfields in the Boston area that would be capable of handling an increase in traffic. In particular, Hanscom Field and Pease Field have not been mentioned as alternative sites at any point in the proceedings. 402.1
- It has been mentioned that **consideration for a second major airport in the Boston area has been terminated** because travellers and business people do not want to have to continue travel once they've completed the flight portion of their trips. Personally speaking as a well-travelled tourist and business person, I find this preposterous. There are many, many airports for major cities located well outside their metro area. Accommodations are made by all parties involved (via buses, trams, trains, etc.), and hardly any notice is taken of the additional travel time. It is just a fact of travel.
- Another alternative that has been downplayed deals not with air travel but with **train travel**. The new, high speed trains are being introduced in the near future. Could this not be an answer to alleviate some of Logan's congestion? The trains have not received any inclusion as part of the solution to this problem. 402.2
- No **Long-term figures as to number of flights over cities and towns have been provided**. The only figures that have been released are five year estimates. Again, this is unacceptable. Apparently, Massport is attempting to effect a permanent change affecting hundreds of thousands of citizens using data that looks ahead only five years. How can a reasonable assessment of future environmental impact be determined using these figures? I find this rationalization seriously flawed, and a heinous mismanagement of resources. Any other business venture would need to have long range plans in effect in order to succeed and have the confidence of its customers behind it. 402.3
- The **EIR/EIS is obsolete; it is dated 1995**. Each year, the flights into and out of Logan have increased, as has the noise and pollution generated at the airport. Figures from this report are no longer valid. In fact, many of the studies used in preparing the report were outdated at the time of the report. In particular, I noted that the delay study utilized was from 1993, which by "coincidence" was the year with the highest delays recorded. This does not accurately reflect the scenario at Logan. Further, the delays stated have not been dissected to ascertain which are directly the result of non-use of runways alone. Delays caused by such circumstances as pilot sickness, maintenance necessities, and snow delays that eventually cause cancellation of flights have not to be removed from the equation, causing an inflation of the issue. Therefore, four years later, the report is even more inaccurate and should be redone. 402.4

- 402.5
- Finally, I do not believe that adequate consideration of the quality of life impacts to the citizens of the many cities and towns affected by this decision has been made. I have been a resident of Winthrop for nearly three years, and have lived in several different locations within the town. I have been continuously awakened out of sleep because of airplane noise in each of the locations that I have lived. Currently I do not live under a flight path, but even this does not alleviate all of the noise. I believe that the new runway will result in an increase of traffic in the future, not simply decrease delays, as Massport claims. In many other cities and towns the problem is much worse. I believe a more *adequate and accurate* Environmental Impact Study is needed, and I believe that alternatives to a new runway and taxiway need to be seriously considered in order to assuage the "delay" problem at Logan Airport. The runway will result in increased air, water, and noise pollution and decreased quality of life for citizens in the surrounding environs.

In closing, I would like to reiterate my opposition to the new runway and taxiway and my support of a new, adequate EIR being undertaken.

Sincerely,



Alicia A. Stoddard

Cc: Mr. Robert Durand

Letter 402

Alicia A. Stoddard

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
402.1	Regional Transportation	Regional Airports	....unacceptable. There are numerous airfields in the Boston area that would be capable of handling an increase in traffic. ...	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.
402.2	Regional Transportation	Passenger Rail	....Could this [trains] not be an answer to alleviate some of Logan's congestion. The trains have not received any inclusion as part of the solution to this problem.	Over the last ten years, various agencies and transportation planning organizations have conducted a number of studies that address regional transportation issues. These studies form the basis of a comprehensive regional transportation strategy that includes the Airside Project at Logan Airport, expansion and growth of the regional airports, and the implementation of high-speed rail and other regional rail projects. All these measures are necessary for meeting the short-term and long-term inter-city travel needs of the New England region. These regional recommendations are in various stages of implementation. By the end of 2000, Boston residents had several alternatives to Logan Airport including Worcester Regional Airport, Manchester Airport, T.F. Green/Providence Airport, Pease International Tradeport, and Amtrak's high-speed Acela train service. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a complete discussion of options to Logan Airport.
402.3	Analysis Assumptions/ Methodologies	Planning Period	No long-term figures as to number of flights over cities and towns have been provided. ...	The air quality analysis includes all existing sources and future growth at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
402.4	Delay	Model	...the delays stated have not been dissected to ascertain which are directly the result of non-use of runways alone. Delays caused by such circumstances as pilot sickness, maintenance necessities, and snow delays that eventually cause cancellation of flights have not be removed from the equation, causing an inflation of the issue. ...	The Airside Project addresses delays from constraints at Logan Airport. Section 1.4 and Appendix C of the Supplemental DEIS/FEIR also contains a detailed discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport delays within the context of delays at other United States airports.
402.5	Delays	Impacts	...the new runway will result in an increase of [air] traffic in the future, not simply decrease delays...	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.

MEPA Hearing Testimony

My name is Ron Wayland. I am a resident homeowner in the Town of Winthrop. My home is located in a section of the town, which receives the maximum impact of noise and emissions. I am therefore one of those who has received what is known as "mitigation windows" from MassPort. I am also a businessman and an attorney who is interested in the economic and environmental well being of this Commonwealth.

I am here at this MassPort Hearing (pardon the oxymoron) to testify that the people of Winthrop and those who live in the communities adjacent to Logan Airport have reached, indeed have exceeded their limits of toleration as far as MassPort Expansion is concerned. MassPort may not admit to you that Logan Airport is at capacity but I am here to tell you that we are beyond capacity. The rallies, the resolutions, the writings and recitations you see and hear are the harbingers of a response not seen in these parts for many years should MassPort not come to its senses.

I mention the "mitigation windows" because I want you to know that we consider those windows as nothing more than preemptive damages for taking our outside away and for making us prisoners in our own homes. The level of our discontent should not be a surprise to you or to MassPort. My sentiments are reflected in the unanimous resolutions of the governing bodies in the cities and towns surrounding Logan. It is clearly stated by the CAC, the body whose reason for being is MassPort and Logan Airport. However, if for some reason you have not had your ear to the ground, we would be pleased to provide this Committee with a gavel to gavel videotape of the Joint Committee on Transportation

Hearing on this issue. We would be pleased to present you with a video tape record of the rally which was held on the State House steps. In addition to the recorded testimony, we would respectfully ask you to listen to the embarrassed silence of the business community on the quality of life issues surrounding this proposal.

This hearing is to consider environmental concerns.

The instruments we use are our own bodies and the standard by which we judge these things is our own health, the health of our neighbors and the quality of our lives. MassPort uses strategically placed gadgets, mechanical and electrical devices. Their standard is not the quality of life. It seems to be more aptly stated in the question "Will it kill them?"

We can tell you with certainty that the noise is not just an annoyance. It is making us irritable and ill. It takes away our sleep. It causes us to be tired. It produces stress. We can tell you that the aircraft emissions are visible in the sky, on our windows and automobiles. We can smell it and taste it. But will it kill us?

403.1

403.2

I cannot answer that question yet. I would suggest that MassPort, the airline industry and every other airport authority is making sure that they are not put in a position where they can answer that question either. The stakes are just too high especially for urban airports. When MassPort initiated their community meetings to sell 14/32 and the center strip taxiway they started in Winthrop. During their presentation and in response to a question one of the MassPort representatives revealed that the Harvard School of Public Health was conducting a health study relative to respiratory illnesses around Logan Airport. We could not

believe it when they said that Winthrop was not going to be part of that study. In an attempt to cover up this slip, Peter Blute offered to pay for Winthrop's inclusion in the study. We are still waiting for that study to come to Winthrop. I believe our Community Access Channel still has that meeting on tape and we would be pleased to make it part of the record. MassPort made earlier promises relative to health studies. I believe we have these broken promises on tape as well. We would be happy to make that part of the record too.

Mr. Chairman, our instruments (our bodies) and our standards (our health and the quality of our lives) tell us that we have a serious, very serious environmental problem which no American should have to endure and which we will not endure. I will say that again. We will not endure. We call on you to do your duty and stop expansion at Logan Airport by rejecting the findings contained in their environmental report or at least by demanding the studies they don't want to take.

We are anxious to move forward with the Governor, with Mayor Menino and with MassPort to find answers to our air transportation problems. There are better ways, ways that will economically benefit the Commonwealth of Massachusetts and improve the health and quality of life for those who live in our most populous cities and towns. A quick rejection of this proposal will release the energy and resources of our government to seek and implement these better ways.

Thank you.

Ron Wayland

A Long Term Massachusetts Air Transportation Plan

Step 1.

We must stop MassPort's Runway Expansion Plan.

(a.) If MassPort succeeds we will defer the real long-term solutions and consequently eliminate many of the options available to us today.

(b.) There are better short-term solutions that are transitional to the long-term answers.

(c.) The twenty five to thirty million dollars available for the MassPort expansion can be used to transition to an ultimate answer.

Step 2.

(a.) Regional airports are a short-term solution. Some freight can be moved to New Bedford, Worcester and Hanscom Field. Seasonal small aircraft (Cape Air) can immediately go to Hanscom. This makes sense because the annoyance to Logan's neighbors is greatest during the summer months. Shuttle service, to New York and Washington at Hanscom, would be immediately successful.

403.3

(b.) The twenty five million dollars should be used to build an Airrail Terminal at the intersection of the MassPike and Route 495 with dedicated high-speed rail to and from South Station connecting to Logan. Trains would leave the terminal every fifteen minutes and take fifteen minutes to get to either terminal.

403.4

(c.) At the MassPike/495 Airrail Terminal there should be a connector to Worcester Airport. This would take care of the inconvenience of getting to Worcester Airport.

403.5

A system like this is already in service at Heathrow Airport.

Please use the Internet to see www.heathrowexpress.co.uk.

Please note, in England this system will cut automobile traffic to the airport to 50%. It would keep air travel revenue in the Commonwealth of Massachusetts.

Step 3.

A new International Airport must be built, probably in the area of Fort Devens. The Airrail terminal at the MassPike/495 would be the ticket terminal and Fort Devens would be the Departure Terminal. They would be connected by high-speed rail as at Heathrow. High Speed trains would leave the ticket terminal every fifteen minutes and would take no more than fifteen minutes to get to the departure terminal.

403.6

May I respectfully suggest that this proposal is worthy of study. There are presently sixty airports in the world using airrail as their answer. Another one hundred and twenty is in the planning or construction stages. This is what a 21st Century air transportation systems are going to be all about. I believe that this is the answer and I think this is the time to apply this answer to our air transportation system. I hope you will agree.

MISCELLANEOUS
ITEMS

Letter 403

Ron Wayland

Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
403.1	Noise	Impacts	...the noise is not just an annoyance. It is making us irritable and ill. It takes away our sleep. It causes us to be tired. It produces stress.	<p>The Night Equivalent Sound Level (LeqN) was calculated at 23 selected locations for all fleets and scenarios. Tables 6.2.15 and 6.2.16 of the Supplemental DEIS/FEIR report these data for the 29M Low and 37.5M High Fleet scenarios of the Supplemental DEIS/FEIR. The results show that, at most locations, the LeqN for the future fleets is lower than for the 1993 case. Where there is an increase in LeqN, the reason was the increase in flights for the No Action Alternative, which generally was mitigated by the Preferred Alternative. These results indicate that there will be less sleep disturbance in the future than that currently experienced.</p> <p>Refer to Section 7.4 of the Supplemental DEIS/FEIR for a discussion of cumulative noise impacts.</p>
403.2	Air Quality	Impacts	...the aircraft emissions are visible in the sky, on our windows and automobiles. We can smell it and taste it. ...	<p>Monitoring of airborne soot levels in the vicinity of Logan Airport has shown that the airport is a very small (less than one percent) contributor. The air quality analysis, based on EPA/MDEP models and guidelines, performed for the Supplemental DEIS/FEIR is considered to be comprehensive and state-of-the-art.</p>

Code	Topic 1	Topic 2	Comment	Response
403.3	Regional Transportation	Regional Airports	Regional airports are a short-term solution. Some freight can be moved to New Bedford, Worcester and Hanscom Field. Seasonal small aircraft (Cape Air) can immediately go to Hanscom. This makes sense because the annoyance to Logan's neighbors is greatest during the summer months. Shuttle service, to New York and Washington at Hanscom, would be immediately successful.	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established policy (60-seat regulation), it believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR), its Annual Updates, and applicable regulatory limitations, and shall be considered by the Hanscom Field Advisory Committee. Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field. The environmental impacts of commercial services at Hanscom Field are summarized from the HGEIR and appear in Appendix B of the Supplemental DEIS/FEIR.</p> <p>The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act..." Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999. The potential diversion of cargo operations was not specifically analyzed because cargo operations account for only two percent of aircraft activity at Logan Airport and since most all-cargo aircraft operate during off-peak hours, cargo operations do not contribute to delays at Logan Airport. However, all cargo operations were included in the future fleets analyzed in the Airside Project. Additionally, some cargo is now being diverted to regional airports as indicated by the strong growth in cargo services and air cargo activity at the regional airports.</p>
403.4	Ground Transportation	Access to Logan	The twenty five million dollars should be used to build an Airrail Terminal at the intersection of the MassPike and Route 495 with dedicated high-speed rail to and from South Station connecting to Logan. Trains would leave the terminal every fifteen minutes to get to either terminal.	Comment noted.
403.5	Ground Transportation	Access to Logan	At the MassPike/495 Airrail Terminal there should be a connector to Worcester Airport. This would take care of the inconvenience of getting to Worcester Airport.	Comment noted.

Code	Topic 1	Topic 2	Comment	Response
403.6	Regional Transportation	Regional Airports	A new International Airport must be built, probably in the area of Fort Devens. The Airtail terminal at the MassPike/495 would be the ticket terminal and Fort Devens would be the Departure Terminal.	<p>Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.</p> <p>Refer to response to Comment 403.5.</p>

LETTER 404

Secretary of Environmental Affairs,
Mass. Environmental Protection Agency
Mr. Arthur Pugsley, EOEA member 10458
100 Cambridge St., 20th floor
Boston, MA 02202

Dear Mr. Pugsley:

I am writing to express my distress over the potential Logan Airport expansion, with the construction of Runway 14/32. I live in Winthrop which is adjacent to the airport.

The state of the impact of Logan Airport as it exists now is intolerable. Some greatly distressing areas are as follows:

1. The brief night of sleep, as planes are still landing at 1 or 2 A.M.; then planes start revving their engines and taxiing to idling areas at 6:00 A.M.. A total of four hours sleep is not healthy for any living being, and this occurs night after night in an unrelenting situation. 404.1
2. The jet fuel smell permeates the air constantly and since the average person keeps the windows open from April to October, we have six months of this odor. The other prevailing smell is that of tire rubber burning from plane takeoffs and landings. This cannot be healthy for citizens living next to the airport. Multiply these first two areas by all of the activity per day at the airport and our health is at stake. 404.2
3. The next concern is the constant, prevailing black soot and oil that coat the inside of our window sills, our cars, railings, etc. We must be inhaling this if it is in the air in Winthrop.
4. The next area is noise pollution. Soundproofing of our homes is not the answer. What about the six months per year when our windows are open or during the entire year when we are outside the house. The major landing times are between 7 and 8:30 A.M. and 7 and 9 P.M. when there is a plane landing or taking off every 3 to 5 minutes - and unbelievable DIN OF NOISE. The Decibel level is INTOLERABLE NOW! Along with this barrage during these hours we have constant air traffic over head. WE HAVE PLANES TAKING OFF OVER OUR HOUSES CONSTANTLY. I am sure our hearing acuity has been affected by this over these years! Again, the DECIBEL LEVEL IS INTOLERABLE NOW! 404.3

Each of the above concerns is great in itself and together these require citizens to implore

the Office of Environmental Affairs to help us in the pursuit of a NIGHT CURFEW at the airport, an ENVIRONMENTAL HEALTH STUDY on the effects of POLLUTION, NOISE LEVELS, and SAFETY CONCERNS WITH OVERFLIGHTS in the town of WINTHROP and other surrounding towns.

404.4

EVERY CITIZEN of Massachusetts, Winthrop included, deserves quality of life, liberty from the constant invasion of our living space, and a full measure of happiness. Yes, the airport was here when we purchased our home, but its impact on our existence has become intolerable. We look to you and your agency to provide solutions.

Sincerely,

John & Barbara Fomenko
62 Fawn Bar Ave.
Winthrop, Ma. 02152

Letter 404

Judith and John Silck, Carmen S. Domenico, and John and Barbara Domenico Private Citizens: Winthrop

Code	Topic 1	Topic 2	Comment	Response
404.1	Noise	Impacts	The brief night of sleep, as planes are still landing at 1:00 or 2:00 AM; then planes start revving their engines and taxiing to idling areas at 6:00 AM....	<p>The Night Equivalent Sound Level (LeqN) was calculated at 23 selected locations for all fleets and scenarios. Tables 6.2.15 and 6.2.16 of the Supplemental DEIS/FEIR report these data for the 29M Low and 37.5M High Fleet scenarios of the Supplemental DEIS/FEIR. The results show that, at most locations, the LeqN for the future fleets is lower than for the 1993 case. Where there is an increase in LeqN, the reason was the increase in flights for the No Action Alternative, which generally was mitigated by the Preferred Alternative. These results indicate that there will be less sleep disturbance in the future than that currently experienced.</p> <p>Refer to Section 7.4.1 of the Supplemental DEIS/FEIR for a discussion of cumulative noise impacts.</p>
404.2	Air Quality	Odor	The jet fuel smell permeates the air constantly... The other prevailing smell is that of tire rubber burning from plane takeoffs and landings. ... [and] prevailing black soot and oil....	<p>Massport is separately studying measures for reducing Logan Airport's contribution to air emissions in the region, in the <i>Logan Airport 1999 ESPR</i> (previously GEIR). Consideration is given to all emissions sources, and analysis is conducted for the airport, East Boston and regional study areas.</p>
404.3	Noise	Sound Insulation	...noise pollution. Soundproofing of our homes is not the answer....	<p>Massport's FAA-approved sound insulation program is only one element of the noise abatement program. For a discussion of the noise abatement program, refer to the discussion in the <i>Logan Airport 1994/1995 GEIR</i> and the <i>Logan Airport 1998 Annual Update</i>. Massport has existing actions initiatives underway that reduce noise impacts on nearby communities, including:</p> <p>Noise abatement and runway use restrictions;</p> <p>Exploring means of extending the Logan Airport sound insulation program through innovative investigation of hill effects on sound propagation;</p> <p>Encouraging growth at Worcester Regional Airport and other alternative airports; and</p> <p>Monitoring and improving achievement of PRAS goals.</p>
404.4	Environmental Review Process	MEPA	[Asks for help] in the pursuit of a night curfew at the airport, an environmental health study, on the effects of pollution, noise levels and safety concerns with overflights in the town of Winthrop and other surrounding towns.	<p>A curfew is considered an airport access restriction. According to the Noise Act, airport access restrictions are subject to FAA review and require completion of a FAR Part 161 Study. Since the Noise Act was enacted, the FAA has not approved any Part 161 access restrictions proposed by airport operators.</p>

Cc:
From: Arthur Pugsley@MEPA@EOEA
To: "Sharon L. Fisher" <zachtig@juno.com>
Subject: ... no subject ...
Date: Monday, April 26, 1999 23:38:38 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 405

Please stop 14/32 and the Centerfield Taxiway now. This plan is not a good idea. You will be adding so much more noise and air pollution over local communities. If you want people to continue to live in Boston neighborhoods and get involved and bring back community living, then why do this. I was at Franklin Park zoo this past week-end and I can't tell you what a thrill it was to see so many people there. Two years ago you could go there on a nice week-end and hardly see anybody there. Why bring the noise and pollution to the neighbor hood. The humans and now those animals will be affected. There is danger to increased air flights, you are disturbing the piping snadplover habitat, and most of all this will not improve congestion or delays. Why not use Hanscom Field;ed, or Worcester airport. Do you realize how many people now go to Nashua and Providence. You will only be forcing more people to go there. I live next to the Arnold arboretum and can tell you that this will impact the community greatly. Please stop 14/32 and the Centerfield Taxiway NOW!!!

405.1

405.2

405.3

Letter 405

Sharon Fisher

Code	Topic 1	Topic 2	Comment	Response
405.1	Alternatives	Runway 14/32	....You will be adding so much more noise and air pollution over local communities....	While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.
405.2	Open Space/ Parkland	Impacts	...are disturbing the piping sandplover habitat, ...	Massport has developed a comprehensive on-site and off-site Upland Sandpiper habitat mitigation plan in close coordination with the Massachusetts Natural Heritage and Endangered Species Program (NHESP) for loss of such habitat at Logan Airport from construction of the Centerfield Taxiway. The plan strives to enhance protection of remaining Upland Sandpiper habitat at Logan Airport without increasing the aviation safety hazards typically associated with birds or hazards to the birds. Additionally, it is expected that an area of former Upland Sandpiper habitat at Camp Edwards on Cape Cod will be restored to grassland habitat by removing woody and shrub vegetation to encourage enhancement of the Upland Sandpiper regional population. This restoration effort provides a unique opportunity to expand grasslands in the Commonwealth far exceeding the ±40 acres to be lost at Logan Airport. In the event that such a program at Camp Edwards is not available, an appropriate alternative program acceptable to the NHESP will be developed and implemented. Additional details of the Upland Sandpiper mitigation plan are presented in Section 6.5 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
405.3	Regional Transportation	Regional Airports	Why not use Hanscom Field or Worcester Airport. Do you realize how many people now go to Nashua and Providence? ...	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p> <p>Since 1995, Massport has worked closely with the City of Worcester to aggressively market the Worcester Regional Airport to airlines. Massport increased its involvement with the Worcester Regional Airport by assuming operational responsibility of the airport on January 15, 2000. By its agreement with the City of Worcester, Massport could assume ownership of the Worcester Regional Airport by 2005. On February 1, 2000, Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. In addition, MassHighway is analyzing alternative highway routes that would improve surface access from I-90 and I-290 to the Worcester Regional Airport and filed an ENF in December 1999. They have begun the preparation of a Draft EIS/EIR for these improvements.</p>

To: LETTER 406 ISMTPOutBound@itd.w4@servers["Office-GOV, Governors" <Governors.us>]
Cc: ISMTPOutBound@itd.w4@servers["Pugsley-ENV, Arthur" <Arthur.Pugsley@MEPA@EOEA>]
Bcc: Arthur Pugsley@MEPA@EOEA
From: "Heather Hughes" <heatherdyan@yahoo.com>
Subject: I OPPOSE 14/32
Date: Wednesday, April 28, 1999 10:49:58 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

406.1

Letter 406

Heather Hughes

Code	Topic 1	Topic 2	Comment	Response
406.1	General Opposition		I oppose 14/32.	Comment noted.

LETTER 407

April 5, 1999

John C. Silva, Manager
Federal Aviation Administration
Environmental Programs
Airports Division, ANE-600
New England Region
12 New England Executive Park
Burlington, MA 01803

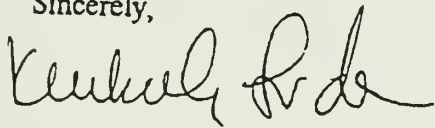
Dear Mr. Silva,

We are opposed to the Runway 14/32 for the following reasons:

- Increased traffic and resulting noise
- Fear of catastrophic air collisions
- Time is now to look for another area for an airport, while the land is still available and within reach financially

Thank you for your consideration.

Sincerely,



407.1

407.2

407.3

Letter 407

Kimberly _____,

Unknown Resident to MEPA

Code	Topic 1	Topic 2	Comment	Response
407.1	Alternatives	Runway 14/32	...Increased traffic and resulting noise	<p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p> <p>Implementation of the recommended Airside Project, specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport.</p> <p>The runway would substantially reduce the delays that now occur during northwest wind conditions. Preventing these delays would represent a real benefit to the passengers and airlines that currently experience them. However, because these wind conditions and the associated delays are not regular or predictable, and cannot be readily anticipated, it is not expected that their prevention will stimulate growth in Logan Airport passenger demand above and beyond the rates that would have occurred without the runway. Instead, growth in Logan Airport passenger demand will be principally driven by local and national economic conditions, competition and pricing within the airline industry, and the distribution of airline services and passenger traffic between Logan Airport and the surrounding regional airports. The broad range of forecasts considered in the Airside Project operational and environmental analyses capture any potential variation in current and future passenger and aircraft activity at Logan Airport.</p>
407.2	Alternatives	Runway 14/32	...Fear of catastrophic air collisions	<p>There is no reason to link the construction of Runway 14/32 with an increased risk of catastrophic air collisions. Runway 14/32 and all of the airside improvements are designed to reduce delay, increase the airport's efficiency, improve airfield safety, and reduce negative environmental impacts.</p>

Code	Topic 1	Topic 2	Comment	Response
407.3	Regional Transportation	Regional Airports	...Time is now to look for another area for an airport, while the land is still available and within reach financially	<p>Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years.</p> <p>Service developments at other surrounding airports, including Manchester Airport, T.F. Green/Providence Airport and Worcester Regional Airport, preclude the need for a second major airport.</p> <p>All of the other alternatives are addressed in the Supplemental DEIS/FEIR. Refer to Chapter 2 for a discussion of the emerging role of regional airports. Refer to Chapter 4 for a discussion of PPP. Refer to Chapters 4 and 8 for proposed noise mitigation and extension of the nighttime overwater routing preference (currently from 12:00am to 6:00am) to 11:00pm to 6:00am.</p>

To Whom It May Concern:

Before giving the green light to Massport's proposed runway 14/32, please check the accuracy of statements and graphics presented by their representatives on Tuesday 4/13.

In Hull, we were able to find many mistakes in the graphics presented as fact -

How can we trust Massport while, during the meeting, 20 planes were heard flying over the Municipal Building - no flight pattern available for these planes? Their answer, - Pilot's choice!

Letter 408

Unknown Hull Resident to MEPA

Code	Topic 1	Topic 2	Comment	Response
408.1	Noise	Studies	[There were] many mistakes in the graphics presented as fact.	Refer to the new graphics in Chapters 4, 5 and 6 of the Supplemental DEIS/FEIR.

Comments to: Draft Logan Airside Improvements EOE #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOE file number. There may be other identifying numbers, but the EOE file number is the one which must be used.

Comments not referring to the EOE file number may not be considered.

LETTER 409

All comments must be received April 22, 1999

All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOE No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOE #10458 are as follows:

I AM AGAINST MASSPORTS PROJECT TO BUILD
RUNWAY 14/32:

THE ABILITY TO UTILIZE OTHER AIRPORTS, HANSON, WORCESTER, PROVIDENCE, MANCHESTER IS NOT ONLY IMPORTANT PLANNING FOR THE FUTURE GROWTH OF OUR COMMUNITIES TO THE NORTH WEST & SOUTH OF THE GREATER BOSTON AREA BUT, ALSO LOGAN AND ITS IMMEDIATE COMMUNITIES ARE SATURATED WITH ~~THE~~ ALL THE DIFFERENT KINDS OF POLLUTIONS I.E. NOISE, ENVIRONMENTAL OF ALL KINDS - AS WE APPROACH THE YEAR 2000 IT WOULD BE EXICULTANT TO THINK THAT THE QUALITY OF OUR LIVES WERE MORE IMPORTANT THAN IT SEEMS TO BE AT THIS TIME - REEVALUATING THIS ISSUE

409.1

409.2

Name

Address

Phone

Letter 409

Unknown Commentor

Code	Topic 1	Topic 2	Comment	Response
409.1	Regional Transportation	Regional Airports	The ability to utilize other airports, Hanscom, Worcester, Providence, Manchester is not only important planning for the future growth of our communities to the north, west and south of the greater Boston...	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of regional alternatives to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.
409.2	Public Health	Effects	Logan and its immediate communities are saturated with all the different kinds of pollution (i.e., noise environmental) of all kinds.	While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.

Arguments for + Against Runway 143

For

Against

Saves big Business

Big Bucks

More than doubles VO
(Volatile Organic Compound)
in closest Neighborhood

LETTER 410

410.1

Increased NOX gas

410.2

Puts smallest + quietest
planes out over water
making room for larger
noisier planes on existing
runways.

410.3

Removes incentives
for Worcester Roads
+ Airlines to run flight
from Worcester.

410.4

Gridlocks already
crowded streets +
roads around Logan

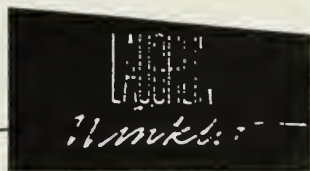
410.5

So close to Harbor
runoff would pollute
Jeffries Cove which
acts as a catch basin

Pollutes Harbor Island Park

Code	Topic 1	Topic 2	Comment	Response
410.1	Preferred Alternatives	Runway 14/32	More than doubles VOC (volatile organic compound) in closest neighborhood. Increased NOx gas.	Furthermore, the NAAQS are not violated. <i>Appendix A (Ozone Modeling Support Document for the New England Domain)</i> of DEP's Attainment Submittal of April 1998, indicated that on-road mobile sources are a greater concern for NOx and area sources a greater concern for VOCs than Logan Airport.
410.2	Alternatives	Runway 14/32	Puts smallest and quietest planes out over water, making room for larger, noisier planes on existing runways.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
410.3	Regional Transportation	Regional Airports	Removes incentives for Worcester roads and airlines to run flights from Worcester.	Since 1995, Massport has worked closely with the City of Worcester to aggressively market the Worcester Regional Airport to airlines. Massport increased its involvement with the Worcester Regional Airport by assuming operational responsibility of the airport on January 15, 2000. By its agreement with the City of Worcester, Massport could assume ownership of the Worcester Regional Airport by 2005. On February 1, 2000, Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. In addition, MassHighway is analyzing alternative highway routes that would improve surface access from I-90 and I-290 to the Worcester Regional Airport and filed an ENF in December 1999. They have begun the preparation of a Draft EIS/EIR for these improvements.

Code	Topic 1	Topic 2	Comment	Response
410.4	Ground Transportation	Access to Logan	Gridlocks already crowded streets and roads around Logan.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2 of the Supplemental DEIS/FEIR.
410.5	Water Quality	Stormwater	So close to Harbor runoff would pollute Jeffries Cove which acts as a catch basin. Pollutes Harbor Island Park	No runoff from the Centerfield Taxiway or Runway 14/32 will be directly discharged to Jeffries Cove, rather it will be discharged through a series of existing outfalls along the Harbor channel. Also note that the drainage for the Maverick Street outfall will not be affected by this construction. No adverse impacts to water quality that could affect the Boston Harbor Islands are expected, as described in Section 6.6 of the Supplemental DEIS/FEIR.



4 Clarendon Street
Boston Massachusetts
02116 6117

LETTER 411

17 March 1999

Robert A. Durand
Secretary of the Executive Office of Environmental Affairs
100 Cambridge Street - Room 2000
Boston, MA 02202

Dear Mr. Secretary:


The elected officials, community activists and citizens of Winthrop have united with Boston neighborhoods and other communities in strong opposition to the new runway/taxiway proposal being made by Massport. We are extremely upset that the Governor, who has ignored our requests to meet, has changed his original position and is now officially endorsing the proposal. Our community leaders and citizens have been actively meeting with our state and federal government legislators to discuss our concerns regarding this specific proposal, as well as the core problem of dealing with the projections for significant increases in air traffic demand for the region. In fact, you met two of our town citizens who presented you with a letter voicing our concerns and seeking your attention on January 28th at the conference in the Seaport Hotel.

Massport has pitched the Runway 14/32 proposal as providing some relief to Winthrop at the expense of Boston and other communities. Even if true, and we have serious doubts, it would only be short-term relief. We are concerned about the entire Boston area as much as our own town. Regardless of a new runway, and according to Massport's own projections, demand for passengers and aircraft to come to the area is expected to grow significantly, and flight delays are expected to soar. As a physically small inner-city airport, Logan has exceeded reasonable capacity and cannot handle the dramatic projected demand without putting Boston, the Harbor and surrounding communities in **extreme danger!**

Please know that we support economic growth for Boston, the Commonwealth and New England. We are working closely with Senator Travaglini, Congressman Markey, Representative DeLeo and others in support of potential solutions to the regional air transportation problem, such as secondary airports, etc. There are answers to the problem which could bring economic benefit outside of Boston, but trying to increase capacity at Logan is not the answer. Such a course would be severely detrimental to those of us who call the Boston area home and, ironically, to those visitors expected to fly here as well. Our health and safety are already at great risk. Our burden has increased each year. We cannot accept more!

Sir, we need your attention to this issue. We ask that you meet with a group of our town officials and community leaders **before** you review the Environmental Impact Report to hear our concerns. Your Department has previously criticized past Massport studies. There are **serious** questions regarding the adequacy, quality and reliability of information supplied by Massport. Winthrop has been ignored in requests for needed health studies. We ask you to understand that the health and quality of life of Boston area residents is threatened. We hope you agree that full input from Winthrop and the other communities is **essential** before your office reaches any decisions that will impact so many Boston area residents.

Respectfully,


Ellen Winkler

Letter 411

**Ellen Winkler, Brock Philips, David Prusky,
L. Gertrude Honan, Barbara Bishop,
George McLaughlin, Rebecca Swope,
and Henry Carson**

Code	Topic 1	Topic 2	Comment	Response
411.1	Alternatives	Runway 14/32	Massport has pitched the Runway 14/32 proposal as providing some relief to Winthrop at the expense of Boston and other communities. Even if true, and we have serious doubts [about that], it would only be short-term relief.	<p>PRAS noise goals are based on the fact that DNL levels above 75 dB are considered unacceptable for residential land use and that DNL levels above 70 dB are also excessively high and should be reduced if feasible. PRAS recommendations are thus designed to shift operations off of runways where these high levels still exist – primarily in Winthrop and to the north of Logan Airport in East Boston and Revere.</p> <p>The EOE May 7, 1999 Certificate on the Airside Draft EIS/EIR requested that Massport undertake a feasibility study of implementing measures to reduce NO_x emissions at Logan Airport. This study is currently underway and will be presented to MEPA by the end of March 2001. Appendix A (<i>Ozone Modeling Support Document for the New England Domain</i>) of DEP's Attainment Submittal of April 1998, indicated that on-road mobile sources are a greater concern for NO_x and area sources a greater concern for VOCs than Logan Airport.</p>
411.2	Alternatives	Preferred Alternatives	...As a physically small inner-city airport, Logan has exceeded reasonable capacity and cannot handle the dramatic projected demand without putting Boston, the Harbor and surrounding communities in extreme danger!	<p>Anticipated future passenger and operations levels can be accommodated by Logan Airport without any airside improvements but not without delays and resulting adverse environmental impacts. The goals of the Airside Project are to reduce delays, increase the airport's efficiency and improve airfield safety in an environmentally responsible manner. Long-term aviation growth is a recognized worldwide condition, based on economic and demographic factors, and is not under Massport's control. Massport estimates that up to 7.3 million Logan Airport air passengers may be diverted to other modes/airports or eliminated through advances in telecommunications.</p>
411.3	Regional Transportation	Regional Airports	We ... support ... potential solutions to the regional air transportation problem, such as secondary airports, etc.... There are answers to the [regional transportation] problem which could bring economic benefit outside of Boston, but trying to increase capacity at Logan is not the answer.	<p>A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. Even if a second major airport were to be pursued, the planning period for site selection and environmental review would require ten to 15 years, in addition to a multi-year construction period. Rather, Logan Airport is part of a regional system of airports that includes the T.F. Green/Providence, the Manchester, and the Worcester Regional airports. Service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for improvements to be implemented under the Preferred Alternative at Logan Airport.</p>

Code	Topic 1	Topic 2	Comment	Response
411.4	Public Health	Effects	Requests for needed health studies [have been ignored]...health and quality of life of Boston area residents is threatened...	Noise was identified as the only off-airport impact associated with the Preferred Alternative (refer to Section 6.2 of the Supplemental DEIS/FEIR for a discussion on noise impacts). The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. A review of the available public health information did not indicate any causal relationship based on proximity to the airport.

LETTER 412



Boston Marriott Cambridge

Two Cambridge Center
Corner of Broadway and Third Street
Cambridge, Massachusetts 02142

April 8, 1999

Jeff Miller
General Manager
617/494-6600
617/494-6565 Fax

Mr. John C. Silva, Manager
Environmental Programs
Airports Division, ANE-600
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear Mr. Silva:

The hotel industry is one that relies heavily on air transportation. In fact one of the deciding factors meeting planners must consider after hotel accommodations and convention space is reliability and capacity of incoming and departing flights. With the future development of the new convention center and Seaport District, Logan's role becomes even more critical to our industry.

412.1

While we can appreciate the credibility of exploring alternate regional airports for increased use, Logan will be just minutes away from the new convention center and offers a tremendous advantage over other competing cities who do not have this type of close proximity. Moreover, we need to show convention travelers that Logan is serious about improving from its current position of the sixth worst delay plagued airport in the country.

412.2

I urge you to please support and work towards the development of runway 14/32 for Logan. Only with improved capacity and a more efficient Logan Airport can we truly realize the full potential of our new convention center and hospitality industry.

412.3

Sincerely,

Jeff Miller
General Manager

/lmk

Letter 412

**Jeff Miller, Boston Marriott Long Wharf,
Bill Skoglund, General Manager,
Boston Marriott Newton,
Paul V. Puzzanghero, General Manager,
Peabody Marriott,
Terry Wordon, General Manager,
and Boston Marriott Copley Place, Bill Munck,
General Manager**

Code	Topic 1	Topic 2	Comment	Response
412.1	Purpose and Need	Airfield Capacity	With future development of the new convention center and the Seaport District, Logan's role becomes even more vital to the hotel industry.	Comment noted.
412.2	Alternatives	Regional Airports	While...[we] can appreciate the prospect of exploring alternate regional airports for increased use, Logan will be near [the new Convention Center and offers a tremendous advantage over] other competing cities who do not have this type of close proximity [to the Convention Center].	Comment noted.
412.3	Purpose and Need	Airfield Capacity	I urge you to support the development of runway 14/32 at Logan. We need to reduce the number of flight delays our visitors endure. Only with a more ...[efficient] Logan Airport can we truly realize the potential of our [Convention Center] and hospitality industry.	Comment noted.

